

Cabinet

Wednesday 20 March 2019 at 2.00 pm

**To be held at the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillor Julie Dore	(Leader of the Council)
Councillor Olivia Blake	(Cabinet Member for Finance and Deputy Leader)
Councillor Lewis Dagnall	(Cabinet Member for Environment and Streetscene)
Councillor Jackie Drayton	(Cabinet Member for Children & Families)
Councillor Jayne Dunn	(Cabinet Member for Education & Skills)
Councillor Mazher Iqbal	(Cabinet Member for Business and Investment)
Councillor Mary Lea	(Cabinet Member for Culture, Parks and Leisure)
Councillor Chris Peace	(Cabinet Member for Health and Social Care)
Councillor Jack Scott	(Cabinet Member for Transport and Development)
Councillor Jim Steinke	(Cabinet Member for Neighbourhoods and Community Safety)

PUBLIC ACCESS TO THE MEETING

The Cabinet discusses and takes decisions on the most significant issues facing the City Council. These include issues about the direction of the Council, its policies and strategies, as well as city-wide decisions and those which affect more than one Council service. Meetings are chaired by the Leader of the Council, Councillor Julie Dore.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet meetings and recording is allowed under the direction of the Chair. Please see the website or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Cabinet meetings are normally open to the public but sometimes the Cabinet may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Cabinet decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email simon.hughes@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**CABINET AGENDA
20 MARCH 2019**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**

Appendices 1-4 of item 17 (Extension of Refugee Resettlement) are not available to the public and press because they contain exempt information described in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended) relating to the financial or business affairs of any particular person.
- 4. Declarations of Interest** (Pages 1 - 4)

Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 16)

To approve the minutes of the meeting of the Cabinet held on 13 February 2019.
- 6. Public Questions and Petitions**

To receive any questions or petitions from members of the public
- 7. Items Called-In For Scrutiny**

The Director of Legal and Governance will inform the Cabinet of any items called in for scrutiny since the last meeting of the Cabinet
- 8. Retirement of Staff** (Pages 17 - 20)

Report of the Executive Director, Resources.
- 9. Maintaining a Stable Adult Social Care Market in Sheffield** (Pages 21 - 72)

Report of the Executive Director, People Services.
- 10. Joint Commissioning for Health and Social Care** (Pages 73 - 84)

Report of the Executive Director, People Services.
- 11. Commissioning Adult Learning in Community Settings** (Pages 85 - 96)

Report of the Executive Director, People Services.
- 12. Adult Social Care 2018 Local Account** (Pages 97 - 112)

Report of the Executive Director, People Services.

- | | |
|--------------------------------------------------------------------------|----------------------|
| 13. Fostering Business Case | (Pages 113 -
122) |
| Report of the Executive Director, People Services. | |
| 14. Month 10 Capital Approvals | (Pages 123 -
158) |
| Report of the Executive Director, Resources. | |
| 15. The TUC's Great Jobs Agenda | (Pages 159 -
168) |
| Report of the Executive Director, Resources. | |
| 16. The Sheffield Transport Strategy - Adoption of Final Strategy | (Pages 169 -
310) |
| Report of the Executive Director, Place. | |
| 17. Extension of Refugee Resettlement Arrangements | (Pages 311 -
474) |
| Report of the Executive Director, Place. | |

**NOTE: The next meeting of Cabinet will be held on
Wednesday 17 April 2019 at 2.00 pm**

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest (DPI)** relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Audit and Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

This page is intentionally left blank

Cabinet

Meeting held 13 February 2019

PRESENT: Councillors Julie Dore (Chair), Olivia Blake, Lewis Dagnall, Jackie Drayton, Jayne Dunn, Mazher Iqbal, Mary Lea, Chris Peace and Jim Steinke

.....

1. APOLOGIES FOR ABSENCE

1.1 There were no apologies for absence.

2. EXCLUSION OF PUBLIC AND PRESS

2.1 The Chair (Councillor Julie Dore) reported that the appendix to the report at agenda item 17 (West Bar Square Potential Investment Partner) (item 16 of these minutes) was not available to the public and press because it contained exempt information described in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act 1972 (as amended) relating to the financial or business affairs of any particular person. Accordingly, if the content of this appendix was to be discussed the public and press would be excluded from the meeting.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETINGS

4.1 The minutes of the meetings of Cabinet held on 9 January and 16 January 2019 were approved as correct records.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Public Question in respect of Climate Change

5.1.1 The Cabinet received a written question from Kath Clements which stated that: Today's Institute for Public Policy Research (IPPR) report made the main BBC News this morning which announced that 'Politicians have been accused of failing to grasp the gravity of the environmental crisis facing the Earth.' The report, which is in the public domain, opens with "Mainstream political and policy debates have failed to recognise that human impacts on the environment have reached a critical stage, potentially eroding the conditions upon which socioeconomic stability is possible."

5.1.2 Ms. Clements question added that last week Sheffield City Council officially declared a Climate Emergency. As a concerned citizen, may she now ask the Cabinet for reassurance that climate change will be an agenda item, and an across the board consideration, at all forthcoming Council meetings? She was

aware that this strategy may have been tried previously but in view of her comments above it surely must be conscientiously adopted.

- 5.1.3 As Ms. Clements was not in attendance at the meeting, the Leader, Councillor Julie Dore, commented that a written response would be provided.

5.2 Public Question in respect of West Bar Investment Proposal

- 5.2.1 Nigel Slack commented that the ultimate basis of the West Bar investment proposal appeared to be the basic paradigm that Sheffield City Council can rent out the space in the office block for more than they will be paying in rent to the investors. This is based on previous experience and commercial expertise of the advisors. Does this take into account the potential for a contracting economy after the end of March 2019 and the consequent potential for a substantially lower level of demand?

- 5.2.2 Mr Slack added that the Council was also committing to a significant level of investment in marketing the block as a result. Was this cost accounted for in current budgets. Mr Slack also asked that paragraph 5.3.7 of the report mentioned certain conditions needing to be met before any lease obligation arose. What were these conditions?

- 5.2.3 Councillor Mazher Iqbal, Cabinet Member for Business and Investment, acknowledged that there was great uncertainty in the market related to Brexit. However, Sheffield had a successful year in terms of investment last year and this had continued into 2019. Block F of the New Retail Quarter had been sold. There was still demand for new office space. Councillor Iqbal believed the deal in respect of the West Bar Square Investment Partner was a good deal and filled the last part of the jigsaw at the riverside. The Council had received an enquiry this week from an investor who was seeking 100,000 square feet of office space. In terms of the West Bar Square Investment Partner, safeguards were in place if the Council had to pull out but it was hoped that this would not happen.

5.3 Public Question in respect of Sheffield Transport Strategy

- 5.3.1 Nigel Slack commented that, after seeing a presentation on the 'Sheffield Transport Strategy' at the Sheffield City Partnership Board meeting, he was disappointed that collaboration with the Sheffield City Region was reduced to a one line comment, considering that future shape of local mass transit was one area that the Mayor actually had some serious power over. Councillor Olivia Blake, Cabinet Member for Finance, had commented that the control of the buses was a key element of delivering this plan, with which he wholeheartedly agreed, and he asked could the collaborative work with the Sheffield City Region therefore be better prioritised?

- 5.3.2 Mr Slack added that the other disappointment was that the presentation made no reference to cost, availability and access to the bus network being a major impact on those in poverty and the vulnerable of our City. This had to be pointed out by third sector representatives in the room. Could the Council therefore assure Mr Slack that this strategy will be about more than efficiency and serving business

needs?

5.3.3 Councillor Julie Dore acknowledged that the strategy was not explicit enough about the detailed consultation and collaboration that had gone into developing the strategy, although consultation and collaboration had taken place and Members were fully aware of this. The strategy had been developed in collaboration with the City Region and other partners.

5.3.4 The South Yorkshire Passenger Transport Executive (SYPTe) would shortly become the Transport Board and this would be the forum for discussions in respect of transport across the region. Sheffield would have at least one representative on the Board. Councillor Dore was frustrated that Transport Assessments focused on cost based ratios as it meant much more than that to the public. She would raise this with the City Region Mayor. The Administration believed that re-regulation of the buses was the right approach and she would raise this with the City Region Mayor.

6. ITEMS CALLED-IN FOR SCRUTINY

6.1 It was reported that there were no items called-in for Scrutiny since the last meeting of the Cabinet.

7. RETIREMENT OF STAFF

7.1 The Executive Director, Resources submitted a report on Council staff retirements.

7.2 **RESOLVED:** That this Cabinet :-

(a) places on record its appreciation of the valuable services rendered to the City Council by the following staff in the Portfolios below:-

<u>Name</u>	<u>Post</u>	<u>Years' Service</u>
<u>Place</u>		
David Hempshall	Head of Asset Management, Transport and Facilities Management	37
David Singleton	Application and Systems Officer	37
<u>People Services</u>		
Janice Coutts	Fostering Team Manager, Children and Families	37

(b) extends to them its best wishes for the future and a long and happy retirement;
and

(c) directs that an appropriate extract of this resolution under the Common Seal of the Council be forwarded to them.

8. SCRUTINY BUDGET RECOMMENDATIONS

8.1 The Overview and Scrutiny Management Committee submitted a report providing the outcome of its meeting held on 5 February 2019 which considered the Revenue Budget and Capital Programme for 2019/20.

8.2 **RESOLVED:-** That Cabinet notes the recommendations of the Overview and Scrutiny Management Committee as follows:-

That the Scrutiny Committee:-

- (a) notes the contents of the reports of the Executive Director, Resources, on the Capital Programme 2019/20 and the Budget Report 2019/20, together with the comments made and the responses provided to the questions raised;
- (b) recommends that the reports of the Executive Director, Resources on the Capital Programme 2019/20 and the Budget Report for 2019/20, be submitted to Cabinet without amendment;
- (c) notes with concern that due to continued cuts to local government budgets and rising demand for social care services, this year the budget can only be balanced by the planned use of reserves;
- (d) thanks all officers involved for all their hard work in preparing the budget amidst widespread uncertainty about the future of local government funding;
- (e) thanks officers and Cabinet Members for bringing the budget timetable forward to enable the Overview and Scrutiny Management Committee to consider the budget reports in advance of Cabinet;
- (f) thanks the Council's front line staff who continue to go above and beyond in delivering services to the people of Sheffield in difficult circumstances; and
- (g) agrees to include regular monitoring reports on the implementation of the budget savings in its work programme for 2019/20.

9. REVENUE BUDGET 2019-20

9.1 The Executive Director, Resources submitted a report to recommend that the Cabinet request Full Council to:-

- approve the City Council's revenue budget for 2019/20, including the position on reserves and balances;

- approve a 2019/20 Council Tax for the City Council; and
- note the levies and precepts made on the City Council by other authorities.

9.2 **RESOLVED:** That Cabinet recommends to the meeting of the City Council on 6 March 2019:-

- (a) to approve a net Revenue Budget for 2019/20 amounting to £403.291m;
- (b) to approve a Band D equivalent Council Tax of £1,559.18 for City Council services, i.e. an increase of 2.99%;
- (c) to approve the Council Tax charges in respect of Long Term Empty properties, as outlined from paragraph 51 of the report, with effect from 1 April 2019;
- (d) to note that the Section 151 Officer has reviewed the robustness of the estimates and the adequacy of the proposed financial reserves, in accordance with Section 25 of the Local Government Act 2003; and that further details can be found in Appendix 4 and within the Section 25 Statutory Statement on Sustainability of Budget and Level of Reserves from paragraph 6 of the report;
- (e) to approve the savings as set out in Appendix 2 of the report;
- (f) to approve the revenue budget allocations for each of the services, as set out in Appendices 3a to 3d of the report;
- (g) to note that, based on the estimated expenditure level set out in Appendix 3 to the report, the amounts shown in part B of Appendix 6 of the report would be calculated by the City Council for the year 2019/20, in accordance with sections 30 to 36 of the Local Government Finance Act 1992;
- (h) to note the information on the precepts issued by the South Yorkshire Police & Crime Commissioner and of South Yorkshire Fire & Rescue Authority, together with the impact of these on the overall amount of Council Tax to be charged in the City Council's area;
- (i) to approve the proposed amount of compensation to Parish Councils for the loss of Council Tax income in 2019/20 at the levels shown in the table below paragraph {tbc};
- (j) to note the latest 2018/19 budget monitoring position;
- (k) to approve the Treasury Management and Annual Investment Strategies set out in Appendix 7 of the report and the recommendations contained therein;
- (l) to approve the Minimum Revenue Provision (MRP) Policy set out in

Appendix 7; which takes into account the revisions proposed for 2018/19 onwards;

- (m) to agree that authority be delegated to the Executive Director, Resources to undertake Treasury Management activity, to create and amend appropriate Treasury Management Practice Statements and to report on the operation of Treasury Management activity on the terms set out in these documents;
- (n) to note the information provided on the medium term financial outlook contained within the Medium Term Financial Analysis, attached as Appendix 10 to the report;
- (o) to approve a Pay Policy for 2019/20 as set out in Appendix 8 of the report; and
- (p) to agree that the Members' Allowances Scheme for 2017/18 and onwards, approved on 3 March 2017, and implemented for 2018/19, be also implemented for 2019/20.

9.3 **Reasons for Decision**

9.3.1 The City Council on 6 March 2019 meets to consider the Revenue Budget for 2019/20 and to determine the Council Tax for that year. The report provides information to enable the Council to set a budget and determine the Council Tax. The proposals set out in this report provide for a balanced budget to be recommended to Council.

9.4 **Alternatives Considered and Rejected**

9.4.1 A number of alternative courses of action are considered as part of the process undertaken by Officers before decisions are recommended to Members. The recommendations made to Members represent what Officers believe to be the best options available to the Council, in line with Council priorities, given the constraints on funding and the use to which funding is put within the Revenue Budget and the Capital Programme.

10. **CAPITAL PROGRAMME 2019-20**

10.1 The Executive Director, Resources submitted a report setting out the proposed Capital Programme for 2019-20 onwards, describing the programmes to be undertaken and the projects to be delivered.

10.2 **RESOLVED:** That Cabinet recommends to the meeting of the City Council on 6 March 2019:-

- (a) to approve the contents of the Capital Strategy & Budget Book and the specific projects included in the years 2019/20 to 2023/24; that block allocations are included within the programme for noting at this stage and

detailed proposals will be brought back for separate Member approval as part of the monthly monitoring procedures; and

- (b) to approve the proposed Capital Programme for the 5 years to 2023/24 as per appendix 1 of the Capital report.

10.3 **Reasons for Decision**

10.3.1 The proposed projects within the Capital Programme will improve the services to the people of Sheffield.

10.3.2 To formally record the Capital Programme in line with the Council's annual budgetary procedures and gain Member approval for the policy on the management of the Corporate Resource Pool.

10.4 **Alternatives Considered and Rejected**

10.4.1 A number of alternative courses of action are considered as part of the capital approval process undertaken by Officers before decisions are recommended to Members. The recommendations made to Members represent what Officers believe to be the best options available to the Council, in line with Council priorities, given the constraints on funding and the use to which funding is put within the Revenue Budget and the Capital Programme.

11. **REVENUE BUDGET AND CAPITAL PROGRAMME MONITORING 2018/19 MONTH 9**

11.1 The Executive Director, Resources submitted a report providing the Quarter 3 monitoring statement on the City Council's Revenue and Capital Budget for 2018/19.

11.2 **RESOLVED:** That Cabinet:-

- (a) notes the updated information and management actions provided by this report and attached appendices on the 2018/19 Revenue Budget Outturn;
- (b) in relation to the Capital Programme, notes the forecast Outturn position described in Appendix 6 of the report and the impact of the recent announcement regarding School Expansion Funding at paragraphs 14-15 of the report; and
- (c) notes the Mid-Year Treasury review in Appendix 7 of the report.

11.3 **Reasons for Decision**

11.3.1 To record formally changes to the Revenue Budget and the Capital Programme.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 A number of alternative courses of action are considered as part of the process undertaken by Officers before decisions are recommended to Members. The recommendations made to Members represent what Officers believe to be the best options available to the Council, in line with Council priorities, given the constraints on funding and the use to which funding is put within the Revenue Budget and the Capital Programme.

12. MONTH 9 CAPITAL APPROVALS

- 12.1 The Executive Director, Resources submitted a report providing details of proposed changes to the Capital Programme as brought forward in Month 9 2018/19.

12.2 **RESOLVED:** That Cabinet:-

- (a) approves the proposed additions and variations to the Capital Programme listed in Appendix 1 of the report, including the procurement strategies and delegates authority to the Director of Finance and Commercial Services or nominated Officer, as appropriate, to award the necessary contracts;
- (b) approves the acceptance of accountable body status of the grant funding detailed at Appendix 2 of the report; and
- (c) gives authorisation to provide grants to third parties as detailed in Appendix 2a of the report.

12.3 Reasons for Decision

- 12.3.1 The proposed changes to the Capital Programme will improve the services to the people of Sheffield.
- 12.3.2 To formally record changes to the Capital Programme and gain Member approval for changes in line with Financial Regulations and to reset the Capital Programme in line with latest information.
- 12.3.3 Obtain the relevant delegations to allow projects to proceed.

12.4 Alternatives Considered and Rejected

- 12.4.1 A number of alternative courses of action are considered as part of the process undertaken by Officers before decisions are recommended to Members. The recommendations made to Members represent what Officers believe to be the best options available to the Council, in line with Council priorities, given the constraints on funding and the use to which funding is put within the Revenue Budget and the Capital Programme.

13. LEASE OF STOCKSBRIDGE LEISURE CENTRE

13.1 The Executive Director, Place, submitted a report to seek approval of Cabinet, acting as the Trustees of the Oxley Park Trust, to accept the surrender of the existing lease of Stocksbridge Leisure Centre and the grant of a new 30 year lease on the same terms and conditions (save for the Turnover Rent provisions) to 4SLC (For Stocksbridge Leisure Centre, Registered Charity No. 1153527).

13.2 **RESOLVED:** That Cabinet, acting for the Council as the Trustees of the Oxley Park Charity in accordance with the powers given to the Council as Trustee under the provisions contained in the Trusts of Land and Appointment of Trustees Act 1996:-

- (a) accepts the surrender of the existing lease of the Stocksbridge Leisure Centre to 4SLC dated 13 July 2015 and the re-grant of new lease to 4SLC for a term of 30 years commencing on the day immediately following the date of surrender of the existing lease and on the same material terms and conditions as the existing lease (save for the provisions relating to the Turnover Rent) and in accordance with the terms of this Report and the Surveyor's Report attached in accordance with Section 119(1) of the Charities Act 2011;
- (b) delegates authority to the Chief Property Officer, in consultation with the Director of Legal and Governance, to draft and complete all the necessary legal documents in accordance with the agreed terms and those required by the Charity Commission to effect the surrender and re-grant of the lease; and
- (c) delegates authority to the Chief Property Officer to give notice in accordance with Section 121 of the Charities Act 2011 in order to notify people in the beneficial area of the proposed transaction with 4SLC.

13.3 **Reasons for Decision**

13.3.1 The proposal to accept a surrender and grant a new lease:

- enables grant funding bids to continue to be made by 4SLC to repair, maintain and improve the Pavilion
- ensures that a valuable asset is retained for use by the local community
- supports the charitable objects of the Oxley Park Trust and 4SLC.

13.4 **Alternatives Considered and Rejected**

13.4.1 Not to grant the new lease:

This has been discarded by officers, as unless 4SLC, as the only provider interested in the site, continue to use and manage the Centre it will need to be demolished. This would result in the loss of a valuable asset used by the local community and involve a cost to the Trustees of Oxley Park, or ultimately, the City Council.

14. **FOSTERING STABILITY: SHEFFIELD'S STAYING PUT CARING POLICY FOR**

CARE LEAVERS

- 14.1 The Executive Director, People Services submitted a report requesting Cabinet to endorse the revised Staying Put Caring Policy for young people leaving care: entitled 'Fostering Stability: Sheffield's Staying Put Caring Policy for Care Leavers.'
- 14.2 **RESOLVED:** That Cabinet approves and endorses the publication of Fostering Stability: Sheffield's Staying Put Caring Policy for Care Leavers.
- 14.3 **Reasons for Decision**
- 14.3.1 Supporting the recommendations in the report will ensure that the local authority meets its Statutory Duty to publish a policy for Staying Put that provides clarity to both young people and carers.
- 14.4 **Alternatives Considered and Rejected**
- 14.4.1 There is a statutory duty to provide a policy for Staying Put. This revision provides consistency and clarity for young people and carers and promotes access to Staying Put Caring arrangements.

15. IMPROVING SUPPORT FOR OLDER PEOPLE WITH HIGH CARE NEEDS TO LEAVE HOSPITAL

- 15.1 The Executive Director, People Services, submitted a report describing the proposed model for assessment beds that will enable older people with high care needs to leave hospital and provide a safe setting to arrange longer-term support.
- 15.2 **RESOLVED:** That Cabinet:-
- (a) approves the procurement of the Assessment Beds as outlined in the report;
 - (b) delegates the decision for whole contract award to the Director of Adult Services, in consultation with the Director of Finance and Commercial Services, the Director of Legal and Governance and the Clinical Commissioning Group Chief Nurse, in line with the report; and
 - (c) where no such authority exists, delegates such authority to the Director of Adult Services, in consultation with the Director of Finance and Commercial Services, to carry out such actions in order to meet the aims and objectives of the report.
- 15.3 **Reasons for Decision**
- 15.3.1 This is the preferred option as it offers:-
- A more integrated commissioning approach

- Builds on lessons learned from the pilot approach
- Is cost effective
- Supports a system wide approach to making hospital discharges and preventing hospital admissions
- Has more chance of securing preferred providers
- Offers individuals an opportunity to go home if possible
- Reduces delays in hospital and prevents people from decompensating or becoming less able whilst in hospital
- Ensures conversations with people about their long term future are done at the most appropriate time

15.4 **Alternatives Considered and Rejected**

15.4.1 An options appraisal was undertaken which considered the following alternatives:-

Revert back to the previous arrangements for hospital discharge: This would have a significant negative effect on the Delayed Transfers of Care (DTC) position and would prevent the benefits of the pilot from being realised. This would mean less people being able to return home. The hospital avoidance element to these beds would also be lost.

Continue with pilot in the current format: The benefits of the pilot would be realised, however, additional improvements would not be realised. The continuation of the current service would also be more expensive to both the Council and Clinical Commissioning Group.

16. **WEST BAR SQUARE POTENTIAL INVESTMENT PARTNER**

16.1 The Executive Director, Place, submitted a report to seek approval to the City Council entering into an agreement with a major financial institution which would deliver over £150 million of new investment into the West Bar Square development in the City Centre.

16.2 **RESOLVED:** That Cabinet:-

- (a) notes the Executive Director, Resources' advice in the Financial Implications contained in section 5.2 and in the closed appendix to the report;
- (b) approves the proposals set out in the report and the terms of the proposed agreement as explained in the closed appendix to the report;
- (c) delegates authority to the Executive Director, Place, in consultation with the Executive Director, Resources and the Director of Legal and Governance, to agree the terms of the agreement and the terms of any other documentation required; and
- (d) delegates authority to the Director of Legal and Governance to complete such legal documentation as she considers necessary or appropriate on

such terms as she may agree to give effect to the proposals set out in the report and generally to protect the Council's interests.

16.3 Reasons for Decision

- 16.3.1 The proposed agreement with Legal and General and Urbo outlined in the report will secure over £150 million of new investment into the City Centre. This will deliver a substantial first phase of development at West Bar Square totalling 200,000 sq ft of new Grade A offices, 345 private rented apartments, a multi storey car park and new high quality public realm.
- 16.3.2 This represents a massive sign of confidence in the future of the city and will generate major economic, environmental and social benefits as well as new business rates and Council Tax receipts to the Council.
- 16.3.3 Based on evidence from other cities where Legal and General are investing on a similar basis, it is considered likely that the Council agreeing to enter into the proposed agreement will stimulate further substantial investment by Legal and General in future years.
- 16.3.4 The proposals are commercially sensible for the Council and comply with statutory obligations.

16.4 Alternatives Considered and Rejected

- 16.4.1 The Council could simply do nothing to try to bring this development forward and leave it entirely to Urbo to negotiate development finance. It is quite possible that the market is strong enough to support this and the scheme would still be delivered over time. However, there is no doubt that this would take considerably longer to achieve than what is being proposed.
- 16.4.2 If this approach were to be taken, then the significant economic, environmental and social benefits to the city set out in the report would take longer to materialise. The same would apply to the financial benefits accruing to the Council from new business rates and Council Tax.
- 16.4.3 As described briefly in paragraph 5.3.5 of the report, it might be possible to negotiate similar lease terms with an alternative investor on a standalone office building. However, if this was to be done, it is highly unlikely that the wider development would be brought forward at the same time. As with the do nothing option, this would result in delays to the delivery of the wider benefits.



Author/Lead Officer of Report:
Simon Hughes/Principal Committee Secretary

Tel: 27 34014

Report of: *Executive Director, Resources*

Report to: *Cabinet*

Date of Decision: *20th March 2019*

Subject: *Staff Retirements*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>N/A</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>N/A</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:-		

Purpose of Report:

To report the retirement of the following staff from the Council's Service and to convey the Council's thanks for their work.

Recommendations:

To recommend that Cabinet:-

- (a) place on record its appreciation of the valuable services rendered to the City Council by the above-mentioned members of staff in the Portfolios stated;
- (b) extend to them its best wishes for the future and a long and happy retirement; and
- (c) direct that an appropriate extract of the resolution now made under the Common Seal of the Council be forwarded to those staff above with over 20 years' service.

Background Papers: None

(Insert details of any background papers used in the compilation of the report.)

1. PROPOSAL

1.1 To report the retirement of the following staff from the Council's Service and to convey the Council's thanks for their work:-

<u>Portfolio</u>		<u>Years' Service</u>
<u>People</u>		
Julie Briggs	PA to Headteacher and Office Manager, Talbot Specialist School	25
Beverly Bower	Senior Teaching Assistant, Talbot Specialist School	37
Carolyn Coffey	Senior Teaching Assistant, Arbourthorne Community Primary School	20
Kathryn Green	Admin/Finance Officer, Topley All Saints CE Primary School	27
Pamela Handson	Teacher, Nook Lane Junior School	48

This page is intentionally left blank



Author/Lead Officer of Report: Joe Horobin –
Head of Commissioning

Tel: 0114 2735060

Report of: Jayne Ludlam
Report to: Cabinet
Date of Decision: 20th March 2019
Subject: Maintaining a stable adult social care market in Sheffield

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 checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? (<i>Health and Social Care and Children, Young People and Families</i>)		
Which Scrutiny and Policy Development Committee does this relate to? (<i>Healthier Communities and Adult Social Care Scrutiny and Policy Development Committee</i>)		
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? (<i>470</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>		

PLEASE SEE APPENDIX 1-5 FOR FURTHER MARKET INFORMATION/ANALYSIS

Purpose of Report:

This report sets out the process that the Council has followed to propose fair and sustainable fee rates for independent sector care home, home care, extra care and supported living providers in Sheffield for the financial year 2019-20

Recommendations:

1. To approve an inflationary uplift fee rate of **3.89%** for standard rate care homes
2. To approve an inflationary uplift to fee rates of **4.24%** for home care, extra care (care element only) and supported living providers on the Council's standard contracted and framework rate.
3. To delegate authority to the Executive Director of People in consultation with the Director of Adult Services and the Cabinet Member for Children, Young People and Families and Cabinet member for Health and Social Care to agree any appropriate and proportionate fee increases requested by recipients of Direct Payments and care providers who are not on the Council's standard contracted and framework rate on a case-by-case basis.
4. To delegate authority to the Executive Director of People in consultation with the Director of Adult Services and the Cabinet Member for Children, Young People and Families and Cabinet member for Health and Social Care to agree any appropriate and proportionate fee increases requested by care homes outside Sheffield because cost pressures will vary from place to place.
5. To delegate authority to the Executive Director of People in consultation with the Director of Adult Services and the Cabinet Member for Children, Young People and Families and member for Health and Social Care to take all other necessary steps not covered by existing delegations to achieve the outcomes outlined in this Report.

Lead Officer to complete:-							
1	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;">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 style="width: 50%; vertical-align: top;">Finance: Hayley Ashforth</td> </tr> <tr> <td></td> <td style="vertical-align: top;">Legal: Steve Eccleston</td> </tr> <tr> <td></td> <td style="vertical-align: top;">Equalities: Ed Sexton</td> </tr> </table> <p><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></p>	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: Hayley Ashforth		Legal: Steve Eccleston		Equalities: Ed Sexton
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: Hayley Ashforth						
	Legal: Steve Eccleston						
	Equalities: Ed Sexton						
2	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">EMT member who approved submission:</td> <td style="width: 50%;"><i>Jayne Ludlam</i></td> </tr> </table>	EMT member who approved submission:	<i>Jayne Ludlam</i>				
EMT member who approved submission:	<i>Jayne Ludlam</i>						
3	<table border="1" style="width: 100%;"> <tr> <td style="width: 50%;">Cabinet Members consulted:</td> <td style="width: 50%;"><i>Cllr Jackie Drayton Cllr Chris Peace</i></td> </tr> </table>	Cabinet Members consulted:	<i>Cllr Jackie Drayton Cllr Chris Peace</i>				
Cabinet Members consulted:	<i>Cllr Jackie Drayton Cllr Chris Peace</i>						
4	<table border="1" style="width: 100%;"> <tr> <td colspan="2">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.</td> </tr> <tr> <td style="width: 50%;">Lead Officer Name: <i>Joe Horobin</i></td> <td style="width: 50%;">Job Title: <i>Head of Commissioning</i></td> </tr> </table>	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>Joe Horobin</i>	Job Title: <i>Head of Commissioning</i>		
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>Joe Horobin</i>	Job Title: <i>Head of Commissioning</i>						

Date: 18th February 2019

1.	PROPOSAL
1.1	To pay an inflationary uplift of 3.89% for all standard rate placements in residential and nursing homes that reflects the National Living Wage increase and other inflationary indices.
1.2	To provide an inflationary uplift of 4.24% for home care supported living and extra care (care element) that reflects the impact of the National Living Wage increase and other inflationary indices.
1.3	These rates to take effect from April 2019.
1.4	The following report ensures the proposals: <ul style="list-style-type: none"> 1.4.1 Are informed by consultation with local social care providers 1.4.2 Are informed by analysis of both local and national evidence 1.4.3 Meet the Council's legal responsibilities by being sufficient to support assessed care needs and to provide residents with the level of care services that they could reasonably expect to receive if the possibility of resident and third party contributions did not exist.
2.	HOW DOES THIS DECISION CONTRIBUTE ?
2.1	This decision seeks to ensure that funding arrangements for framework and standard rate fees are aligned with inflationary cost increases to mitigate the risk of market failure and to maintain and improve the care and support experience of care home residents and people receiving extra care, home care and supported living in Sheffield. The Council expects that ensuring the fee rates meet the cost of delivering care in Sheffield will enable providers to work with us to develop innovative and efficient ways to support people in the city.
2.2	Three options have been developed for 2019-20; these seek to balance the need to support providers in maintaining good quality care for people and acceptable working conditions for staff, alongside affordability for the Council in light of other pressures in Adult Social Care. Chief among these is the increased demand the Council is experiencing in relation to the requirement to support the NHS, for example to enable earlier discharges from hospital, along with greater support to GPs and community health colleagues to ensure that people can be supported at home for as long as possible.

3.	HAS THERE BEEN ANY CONSULTATION?
3.1	All affected Sheffield providers have been consulted on the proposed fee uplift.
3.2	<p>Providers were given 3 potential options to consider:-</p> <p>3.2.1 Option 1: Inflationary uplift based on public sector pay award, the National Living Wage (NLW) and the Consumer Price Index (CPI)</p> <p>3.2.2 Option 2: Inflationary uplift based only on CPI</p> <p>3.2.3 Option 3: Inflationary uplift based on public sector pay award and CPI</p>
3.3	Providers were also encouraged to provide any supporting information or put forward their own options. The summarised responses to the consultation can be seen below and the full consultation report is attached at Appendix 1
3.4	<p>Overall</p> <p>Some providers disputed the Council calculation of a 4.85% increase to the National Minimum Wage and argued the true figure should be 4.9%. <i>This is accepted and has been applied to the model.</i></p>
3.5	<p>Care Homes</p> <p>Ten responses were received. This included one response from the newly-formed Sheffield Care Association. The Sheffield Care Association have not disclosed how many providers they represent.</p> <p>The responses for each option were as follows:</p> <ul style="list-style-type: none"> • Five responses said that option 1 was preferable out of those provided • No providers chose options 2 and 3 • Five responses did not select a preferred option stating they were all insufficient <p>There were a number of comments made by one or more providers that are summarised below and followed by italicised Council responses:-</p> <p>3.5.1 Some providers believed that the 18/19 base rate was miscalculated <i>The 2018-19 fee rate was agreed by Council Cabinet one year ago and followed a rigorous process that was set out at the time, reflecting the “open-book” costs submitted by care homes</i></p> <p>3.5.2 Some providers said that the 18/19 process was transparent but it felt like the 19/20 process was less transparent <i>Care homes have been able to submit their costs at any time. The Council has consulted on three potential options and given providers the opportunity to respond to these, providing evidence either in favour of the potential rates or of alternatives</i></p>

	<p>3.5.3 Some providers said that the Sheffield base rate continues to be lower than comparator authorities. <i>Sheffield City Council's 2018-19 rates are set out in paragraph 7.4 and compared with other South Yorkshire authorities. Sheffield basic rates for residential and nursing care are the second highest of the four Authorities. Sheffield differs from the other three authorities in not having a separate dementia rate. This was agreed by Council Cabinet last year on the basis of almost all care homes having significant numbers of residents with dementia, and it therefore being more sensible to invest in all homes rather than have a higher rate for a smaller number.</i></p> <p>3.5.4 Some providers said that the indices used were not specific to care homes; there is no reflection of the economic deprivation in some areas <i>The 2018-19 rate was modelled on providers actual costs, drawing on information from those who had opened their books. There will be geographical variation in providing care: some could relate to economic deprivation but others could relate to affluence, for example greater housing costs. The Council's approach is based on averaging costs from providers who opened books so seeks to find the right balance on citywide costs.</i></p> <p>3.5.5 <i>There was feedback from some providers that the proposed increase is insufficient to cover additional pension contributions legally required from employers in 2019-20. The requirement to provide a workplace pension scheme is a statutory requirement for all types of businesses. Whilst it is accepted that this will increase staff costs it is not an issue peculiar to social care. From April 2018, the minimum pension contributions made into auto enrolment schemes from employers and employees increased in stages. The increases are compulsory and it is the responsibility of the employer to ensure they are implemented correctly. Employers were aware of the impact prior to April 2018 and therefore it hasn't specifically been taken account of in the 2019/20 proposals.</i></p> <p>3.5.6 Some providers stated the real cost of food and energy has not been considered which providers said have increased by 3.5% and 15% respectively. <i>Food and energy costs are covered in the Consumer Prices Index (CPI) which has been used to calculate inflation on non-staffing items</i></p> <p>3.5.7 Some providers stated there was no consideration about the impact of Brexit and whether this would change costs and none of the options would properly represent the true cost, this would</p>
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>require a figure of 5.66% <i>Likely Brexit scenarios are unclear at the time of writing. Contingency planning is taking place with the care sector as likely outcomes become clearer</i></p> <p>3.5.8 Providers told us the staff cost increases are more like 6% for regular staff but agency costs are much higher, the recruitment and retention of care workers will be more difficult as a result of the proposals <i>2018-19 rates were determined on the basis of open-book accounting from care homes about what they were actually paying for staff whether they were employed directly or via agency. The National Minimum Wage increase has been applied to fairly reflect the increase of staffing costs expected in 2019-20.</i></p> <p>3.5.9 Some providers told us there is a relatively high number of care homes in the city with a Care Quality Commission “requires improvement” rating, and cited this as a symptom of the low fee rate <i>At the end of December 2018 Sheffield had 84.8% of homes rated as good by CQC. This has increased and puts Sheffield above average in the Yorkshire and Humber region. All homes that opened their books to provide evidence of their costs in the fee rate exercise that provided the basis for the model were rated “Good” by CQC.</i></p> <p>Extra Care There was one response representing 33% of the provider market and 25% of the extra care schemes. The provider indicated option 1 was the closest to the fee uplift they had calculated but still below this (6% requested). Feedback from the Extra Care Housing provider did not contain significant new themes from those already covered above.</p> <p>Home Care Five responses were received from Home Care providers in response to the 39 providers contacted. Two of the responses selected option 1, the other three stated that although option 1 was the best, the 4.2% offer fell short of what was required. Most of the specific feedback from homecare providers covered points that have already been referred to in preceding sections. Some additional comments are provided below with Council responses in italics.</p> <p>3.7.1 Comments about difficulties in recruitment and retention of high calibre staff as well as the need to renew training competencies more often were used as evidence to back up the claim for a larger increase. The United Kingdom Homecare Association (UKHCA) “fair price” of £18.93 per hour was quoted as the amount needed to make Home Care businesses stack up financially</p>
3.6	
3.7	

The base model for Homecare, Extra Care Housing and Supported Living was established following local work with Sheffield providers. The UKHCA model applies a one-size fits-all approach to all homecare provision outside London.

3.7.2 One provider stated that the employment market for home carers in Sheffield was in a dire state and was losing workers to other industries at a high rate.

Council officers work closely with local homecare providers. There are significant challenges with recruitment and retention but it is not accurate to describe a dire state. Consistency of homecare service has improved since the new fee rate model was introduced in 2016-17. In 2018-19, thanks to closer work with the Council, homecare providers have been part of the effort in reducing the time older people have had to wait to leave hospital by having more available capacity to support discharge.

Supported Living

3.8 Nine responses were received from Supported Living providers in response to the 32 providers contacted. Two were from the same provider. The response rate is 25% of providers on the framework.

Of the six responses to the consultation itself

- Three selected option 1
- Three stated that the 4.2% offer fell short of what was required, with requests for uplifts of (a) 4.3% minimum, (b) 5.75%, (c) 5.9% (d) 5% on daytime hours and 10% for sleeping nights

Some of the feedback from Supported Living providers overlaps with that from Care Homes, Extra Care Housing and Home Care. Additional themes are summarised below with Council responses in italics:

3.8.1 The ongoing uncertainty over the payment for sleep-ins following the ongoing challenge from Unison over sleep in pay

There is no certainty of outcome here. However, all Supported Living providers on the Council framework are paid a rate that allows them to comply with this challenge should they need or wish to.

3.8.2 The need to maintain a differential in pay between support workers, senior workers and managers

We continue to use the rise in the National Minimum wage as the main indicator for calculating increased staff costs. The logic of this being that if entry level staff are on NMW then any statutory increase here will impact on the pay differentials of other staff. We now include a specific calculation to address pay rises for non-front-line employees. Whilst not a perfect fit, in the absence of another logical benchmark we use the annual pay rise percentage of Local Authority managers and staff.

	<p>3.8.2 Increased pressure for training in essential subjects and in the frequency that this training needs to be renewed <i>Providing adequate training to ensure employees are able to carry out their essential role with appropriate skill has always been a requirement. Base costs have incorporated this and have been inflated appropriately year-on-year.</i></p>												
4.	RISK ANALYSIS AND IMPLICATIONS OF THE DECISION												
4.1	<u>Equality of Opportunity Implications</u>												
4.1.1	An Equality Impact Assessment has been completed for the proposed fee increase. A full list of the equality considerations, impacts and actions can be found in Equality Impact Assessment 199.												
4.2	<u>Financial and Commercial Implications</u>												
4.2.1	<p>The impact of the recommended fee uplifts is as follows:</p> <table border="1" data-bbox="434 913 1321 1310"> <thead> <tr> <th>Sector</th> <th>Impact on budget (£'000)</th> </tr> </thead> <tbody> <tr> <td>Care Homes</td> <td>£1,773</td> </tr> <tr> <td>Home Care</td> <td>£1,247</td> </tr> <tr> <td>Supported Living</td> <td>£693</td> </tr> <tr> <td>Extra Care</td> <td>£30</td> </tr> <tr> <td>Total</td> <td>£3,742</td> </tr> </tbody> </table> <p>The funding pressures for these uplifts have been identified through the 2019-20 budget process.</p>	Sector	Impact on budget (£'000)	Care Homes	£1,773	Home Care	£1,247	Supported Living	£693	Extra Care	£30	Total	£3,742
Sector	Impact on budget (£'000)												
Care Homes	£1,773												
Home Care	£1,247												
Supported Living	£693												
Extra Care	£30												
Total	£3,742												
4.2.2	<p>There are three ways that the financial risks will be mitigated:</p> <ul style="list-style-type: none"> • Additional financial support to the adult social care provider market will be rigorously monitored to ensure that investment directly supports improved care in Sheffield and money is not wasted. • Demand for care will be well-managed. As set out below, the vision for adult social care is to enable a shift into prevention which will mean proportionately fewer people need care. • The investment will create a more stable supply of care which will result in significant benefits to the NHS. Just as inconsistent adult social care creates the risk that more Sheffield people will wait longer in hospital beds before they can leave, so consistent care will mean fewer hospital beds are likely to be needed. The shift 												

	into prevention that will be delivered in Sheffield will take pressure off the usage of hospital beds and enable a shift of resources from acute care to community care to ensure future affordability.
4.2.4	Effective and efficient use of resources across the whole of health and care is absolutely key to a sustainable financial plan in future years. The latest national initiatives to develop an Accountable Care Partnership (ACP) for Sheffield and an Integrated Care System (ICS) for South Yorkshire and Bassetlaw will be no more effective than plans that have gone before them unless they support a shift in funding away from bed-based and institutional care and towards sustainable preventative support for people living in Sheffield's communities.
4.3	<u>Legal Implications</u>
4.3.1	Sections 7 and 7A of the Local Authority Social Services Act 1970 (LASSA 1970) require local authorities to act under the general guidance and directions of the Secretary of State in the exercise of their social services functions.
4.3.2	<p>Circular LAC (2004)20 (Circular) replaced the guidance that accompanied the Directions 1992 and is issued under section 7 of the LASSA 1970. The Circular sets out what an individual should be able to expect from the council that is funding his/her care, subject to the individual's means, when arranging a care home place. The relevant parts of the Circular for the purposes of this report are:</p> <p><i>"2.5.4...[The usual cost] should be set by councils at the start of a financial or other planning period, or in response to significant changes in the cost of providing care, to be sufficient to meet the assessed care needs of supported residents in residential accommodation... In setting and reviewing their costs, councils should have due regard to the actual costs of providing care and other local factors. Councils should also have due regard to Best Value requirements under the Local Government Act 1999.</i></p> <p><i>3.3 When setting its usual cost(s) a council should be able to demonstrate that this cost is sufficient to allow it to meet assessed care needs and to provide residents with the level of care services that they could reasonably expect to receive if the possibility of resident and third party contributions did not exist".</i></p>
4.3.3	The Care Act came into force in April 2015. It sets out a range of measures, in order that local people can choose from a diverse range of high quality care services, to drive up the quality of care and put people's needs and outcomes centre-stage. The new legal framework reinforces the local authority's duty to promote a diverse, sustainable and high quality market of care and support services. Local authorities are required to ensure that there is a range of providers offering services that meet the needs of individuals, families and carers.

<p>4.3.4</p> <p>4.3.5</p> <p>4.3.6</p> <p>4.3.7</p>	<p>This duty requires local authorities to understand the level of risk and the quality of support for people receiving support in order to satisfy itself that the care and support:</p> <ul style="list-style-type: none"> - Meets the minimum standards as set out by the Care Quality Commission - Is sustainable - Has sound leadership and that all staff are appropriately trained - Is focused on delivering quality care that is evidence based <p>The Council must evidence that it has properly consulted with providers during its process of setting fee levels to take account of relevant factors in understanding the actual cost of care to them.</p> <p>Setting a proper level of fee will evidence that the Council is delivering its obligations to support a sustainable market which is viable and enables people to have choice in meeting their accommodation needs. That then delivers obligations as to respecting private, home and family life under the Human Rights Act and the Public Sector Equality Duty under S149 the Equality Act 2010.</p> <p>Care must be taken to ensure that variations to existing contracts are not material in accordance with the Public Contracts Regulations 2015. In doing so regard must be had to previous variations as amendments have to be considered cumulatively.</p>
<p>5.</p> <p>5.1</p> <p>5.2</p> <p>5.2.1</p> <p>5.2.2</p> <p>5.2.3</p> <p>5.3</p> <p>5.3.1</p>	<p>ALTERNATIVE OPTIONS CONSIDERED</p> <p>A number of other options have been considered</p> <p>Alternative Option 1: Inflationary uplift of 2.4%</p> <p>This option considered an uplift on all contracts based purely on the CPI rate for Sept of 2.4%</p> <p>This option works on the basis that the CPI uplift is applied to all areas of the current fee rate. This would be less than the percentage increase in the minimum wage but as the national minimum data sets¹ show that the average care worker in Sheffield is paid above this rate, then the short fall could potentially be covered.</p> <p>However there may be an impact on recruitment and retention if wages remain low/unchanged or close to minimum wage and this in turn may also have an impact on business continuity and quality which would be a high risk strategy.</p> <p>Alternative Option 2: Inflationary uplift based on public sector pay award and CPI</p> <p>This option would see the current fee rates uplifted based on the public</p>

¹ Skills for Care NMDS

5.3.2	<p>sector pay award and CPI. This option works on the basis that CPI is added to all non-staffing activity and 2% is added to all staffing activity. This would be less than the percentage increase in minimum wage but the national minimum data sets show that the average care worker in Sheffield is paid above this rate.</p> <p>This is an even more affordable solution, meaning less will need to be sourced from other provision. However the risk to the market is increased. We know that there are providers who could become unviable and we cannot afford the changes to the market or quality at this time without impacting on the quality of care, the customer experience and the wider health and social care system.</p>
6.	REASONS FOR RECOMMENDATIONS
6.1	To develop and maintain a stable adult social care market in Sheffield by ensuring that the fees paid by the Council for adult social care in the City of Sheffield are uplifted in line with the cost of delivering care in the city including inflationary pressures in 2019/20.
7.	BACKGROUND INFORMATION
7.1	<p>Care Homes: As of December 2018 there were 78 independent care homes for older adults in the city providing approx. 3210 beds in total. Of these, 22% (17) are voluntary/third sector homes. The providers range from small, long established operators with a single care home in a converted property, to large national organisations that run many purpose-built care homes – typically focused on areas of the city where land costs are lower. Approximately 48% of the market is operated by 8 providers, some of these are national organisations but others are local to the Sheffield area. Such a diverse range of ownership brings with it different business models: some providers operate with significant debts whereas others may have very little. National providers will cross-subsidise their homes to manage local variations in demand and profitability and are able to exploit economies of scale.</p>
7.2	People living in care homes are often aged 85+ and are likely to be frailer and have greater care needs than in previous decades. In 2017 there were 13,000 people in Sheffield over 85 and this is expected to rise steeply bringing the population of 85+ age group to over 22,600 by 2035 Although people are older and frailer when they enter a care home, their length of stay still varies but national evidence suggests it is just over 2 years in residential and around 13 months in nursing. Many access care later in life after a spell in hospital or intermediate care hence their needs may be greater as a result.
7.3	A full cost of care exercise was undertaken in 2017/18. The cost of care approach and template was based on the model set out in CIPFA’s 2017 guide for commissioners and providers. “Working with care providers to understand the costs”. Data covering 48% of Sheffield purchased beds was received from providers. Following some discussion the rate of £446

	per week was agreed, to which an inflationary uplift was applied to reach the weekly rate of £463 per week across all care homes. This increased the fee levels between 2% and 19% in 2018/19. This meant that Sheffield compared much more favourably with rates paid by comparator																									
7.4	<p>The published rates for local authorities in the region for 18/19 are as follows (excluding FNC):</p> <table border="1"> <thead> <tr> <th>LA</th> <th>Residential</th> <th>Nursing</th> <th>Residential dementia</th> <th>Nursing dementia</th> </tr> </thead> <tbody> <tr> <td>Sheffield</td> <td>£463</td> <td>£463</td> <td>£463</td> <td>£463</td> </tr> <tr> <td>Rotherham</td> <td>£445</td> <td>£449</td> <td>£481</td> <td>£534</td> </tr> <tr> <td>Doncaster</td> <td>£485.87</td> <td>£485.87</td> <td>£485.87</td> <td>£538.88</td> </tr> <tr> <td>Barnsley</td> <td>£443.66</td> <td>£443.66</td> <td>£480.62</td> <td>£480.62</td> </tr> </tbody> </table>	LA	Residential	Nursing	Residential dementia	Nursing dementia	Sheffield	£463	£463	£463	£463	Rotherham	£445	£449	£481	£534	Doncaster	£485.87	£485.87	£485.87	£538.88	Barnsley	£443.66	£443.66	£480.62	£480.62
LA	Residential	Nursing	Residential dementia	Nursing dementia																						
Sheffield	£463	£463	£463	£463																						
Rotherham	£445	£449	£481	£534																						
Doncaster	£485.87	£485.87	£485.87	£538.88																						
Barnsley	£443.66	£443.66	£480.62	£480.62																						
7.5	<p>The market in the city has changed over the last 12 months; demand has previously been high however the work to keep people living at home for longer has seen a reduction in the numbers of people placed in care homes. In the previous 12 months there had been a downward trend in placements leading to a significant number of vacancies in the market. We are expecting at least two care homes (90 beds) to close in 2019 which will reduce the number of vacancies and improve the viability of other homes.</p>																									
7.6	<p>If the number of people supported to stay at home continues to grow, it is predicted that by 2038 there will be a reduction in demand of approximately 500 beds in the market. Increased vacancy levels mean greater risk and instability in the market. Commissioning will work with the provider market to anticipate this with a planned approach to diversification in the provision and some managed reduction in the number of homes. It is important therefore to support quality and innovation and fee levels will play an important role in ensuring this is the case.</p>																									
7.7	<p>Home Care: The home care market has, over the past 2-3 years, been shaped in a way which has improved both stability and flexibility. Primary providers who take most packages operate in nearly every area of the city. A larger number of smaller providers deliver support in other areas and pick up packages that can't be taken on by the primaries. The Framework contracts which support this arrangement were let in October 2017 to 39 providers. Since then a few small companies have pulled out but the market is still relatively stable in the city and compares favourably with a more volatile national picture for this sector.</p>																									

7.8	Home care plays a key role in reducing the number of people who are delayed in hospital waiting for a care and support package. Commissioning have worked with and developed the home care market over the last 12 months to significantly improve the flexibility and responsiveness of the market to meet the demands of the health care system to discharge people more quickly. This has seen the capacity of, and spend on the home care sector increase significantly and contributed to the reduction in the number of people whose transfers of care from hospital are delayed.
7.9	A 'cost of care' exercise undertaken in 2016/17 led to a significant upward adjustment to fees as well as an approach which tailors fee levels according to the conditions in different areas of the city. This approach was widely welcomed by providers, a fact reflected by the large number of bidders for the 2017 tender. Although hourly rates increased again in 2018, margins remain tight and therefore it is important to maintain the fees in relation to inflationary pressures such as national minimum wage. Any deviation from this approach runs the risk of starting to destabilise the home care market and wider health system.
7.10	Supported Living: The supported living market in Sheffield has had a period of relative stability over the past year, aided by procurement activity which increased the number of contracted providers on our supported living framework, and the uplift in fees in October 2017. The new supported living framework started on October 2 nd 2017 and 32 providers are now on the supported living framework.
7.11	Demand for supported living services has continued to grow over the last year. As supported living is a key model of support for adults with disabilities we expect demand to continue to increase in 2019/20. The Council's commissioning service works closely with care managers and providers to ensure requests for supported living packages are responded to promptly, and that people requiring supported living have a choice of provider.
7.12	In October 2017 a new approach to supported living fees was implemented, based on the home care fees 'cost of care' model. Based upon extensive consultation with home care providers, this model takes into account local disparities in travel time for support workers who need to travel between visits, alongside a discounted rate for supported living 'schemes' where travel time is not an issue. The framework also set a rate for sleep-in nights that reflects changes in relevant payment regulations. Further detail is provided in Appendix 3.
7.13	Extra Care: There are 9 extra care/assisted living schemes in Sheffield, they range both in size and the facilities they offer, however most cater for the older age group. The Council fund 5 of the schemes and the remaining 4 schemes were privately developed to accommodate people funding their own care and support. There are proposals to create 2 further Older Peoples Independent Living Schemes (OPIL) during the

	next 2 years which are a hybrid of extra care and will offer accommodation with support.
7.14	The landlords of each extra care scheme tend to be registered social landlords who operate on a not-for-profit basis and the care and support providers are traditionally home care providers. Whilst the operation of the scheme is registered by CQC as home care, it has more similarities with the supported living schemes where providers are registered to provide domiciliary care but their work is focused around a building or house and therefore travel time is minimal.
7.15	Four of the extra care and support contracts were tendered for and involve 3 providers who also provide some home care, either council funded or privately. The contracts were let in 2015 when the care and support elements were combined (previously supporting people funding along with housing benefit) and are due to expire in 2019, although there is the option to extend these.
7.16	The providers offer both care and support to the people living there and in 2018/19 it was agreed that the fee level for the care element should be uplifted in line with supported living providers. The support element of the scheme has been under review over the last 12 months and the recent changes to housing benefits may now provide more opportunity for the housing landlords to provide these services in full, therefore recommendations about the future of how the support element of the contract will be the subject of a separate report.
7.17	The current extra care contracts are due to expire at end June 2019; however there is an option to extend these for a further 1 year. The proposed uplift in this report is recommended on the basis that the contract are extended for a further 12 months pending the development of a re designed care model. This will also allow for the new build independent living development to be considered in this re design. The future of the support element of the contract will be the subject of a separate proposal.
7.18	The Sheffield Retirement Village receives funding for an onsite support and care provision. The provider delivers a holistic model of care and support for people living in the village particularly for a number of people who would be eligible for support and by funded by the City Council. This funding is paid via a grant agreement on a specific contract arrangement and there is no proposal to increase the level of funding at this time.
7.19	Non Standard Fees: A significant proportion of local adult care and support services do not have standard fee rates. This includes 'non-standard fee' care homes, community based services, Personal Assistants, Money Management services, Direct Payments and other individualised support arrangements.
7.20	The wide variation in non-standard fees reflects the wide variation in the

	<p>nature and level of people’s support needs and the diversity of services that can meet these needs. Different care homes and care providers have significantly different cost structures and specific budget pressures can impact on them in ways specific to their individual businesses. In particular there are significant variations in ratios of staffing to non-staffing costs. We therefore do not propose to apply an automatic inflation uplift based on a standard staff /non-staff cost ratio, but to respond to requests on an individual basis taking into account individual needs, individual provider cost breakdown and value for money considerations.</p> <p>We propose using an ‘open book’ approach, using a transparent breakdown of costs and income to assess the need for increases.</p>
7.21	Adult mental health services currently purchase places in residential and nursing care homes for 164 people, the majority are located in Sheffield.
7.22	Over the past 18 months SCC Mental Health Commissioning has worked with local providers of residential and nursing care for this client group to change the culture and practices in this sector of the market. The new approach aims to apply a recovery model of care by promoting rehabilitation opportunities within the care homes and by maximising the choices for more independent living for residents.
7.23	In practice this will result in many residents moving out to their own tenancies or less supported accommodation in the community. This approach has been demonstrated as effective by the work of a s117 Pathway Coordinator post in recent years, and it has the strategic backing of many of the current providers, SCC, Sheffield CCG and Sheffield Health and Social Care NHS Trust.
7.24	Whilst this work is in progress Adult Mental Health will align its standard residential and nursing care fee rate with Adult Social Care in the Council. However, care home fees for the majority of this client group are agreed annually on the basis of individual reviews with each provider and this arrangement for non-standard fee setting will continue to be followed.

Appendix 1 – Adults - older people with a disability - Care Homes

Introduction

Sheffield City Council is committed to ensuring that diverse, sustainable and quality social care is available to meet the needs of people in Sheffield. Older Adult Care Homes are a key part of social care provision in the city and we have taken on board feedback from the providers we contract with about the challenges they face and the support they need.

Care Home Fee

As part of the review of care fees for 2018/19 we conducted an extensive consultation exercise to best determine the actual cost of care in Sheffield. This Cost of Care exercise was supported by Care Home Providers and Sheffield University in order to identify a fair and reasonable fee rate for Care Homes in the city.

This review resulted in:

- An increase to reflect the cost of care exercise.
- A new agreed ratio for determining the inflationary uplift
- A single fee rate for all types of care of £463

For 2019/20 we have used use the same ratio for determining inflation uplift this is:

NMW increase	60%
Public sector pay award (all non-living wage staff)	11%
CPI	29%

This would see the current rate of £463 uplifted by 3.89% and would result in a new weekly fee of £481

Category	2018-19 rate	2019-20 rate	% increase
Residential - standard	£463	£481	3.89%
Residential – high dependency	£463	£481	3.89%
Residential - EMI	£463	£481	3.89%
Nursing – standard excluding FNC	£463	£481	3.89%
Nursing enhanced excluding FNC	£463	£481	3.89%

Market overview

There are 78 independent care homes for older adults in the city providing 3209 beds in total. Of these, 22% (18) are voluntary/third sector homes. The providers range from small, long established operators with a single care home in a converted property, to large national organisations that run many purpose-built care homes – typically focused on areas of the city where land costs are lower. Approximately 32% of the current care homes in Sheffield are operated by large national organisations; however there are a growing number of more local organisations who have multiple care home ownership. Such a diverse range of ownership brings with it different business models: some providers operate with significant debts whereas others may have very little. National providers can cross-subsidise their homes to manage local variations in demand and profitability and are able to exploit economies of scale.

People living in care homes are often aged 85+ and are likely to be frailer and have greater care needs than in previous decades. In 2017 there were 13,000 people in Sheffield over 85 and this is expected to rise steeply bringing the population of 85+ age group to over 22,600 by 2035. Although people are older and frailer when they enter a care home, their length of stay still varies but national evidence suggests it is just over 2 years in residential and around 13 months in nursing. Many access care later in life after a spell in hospital or intermediate care hence their needs may be greater as a result.

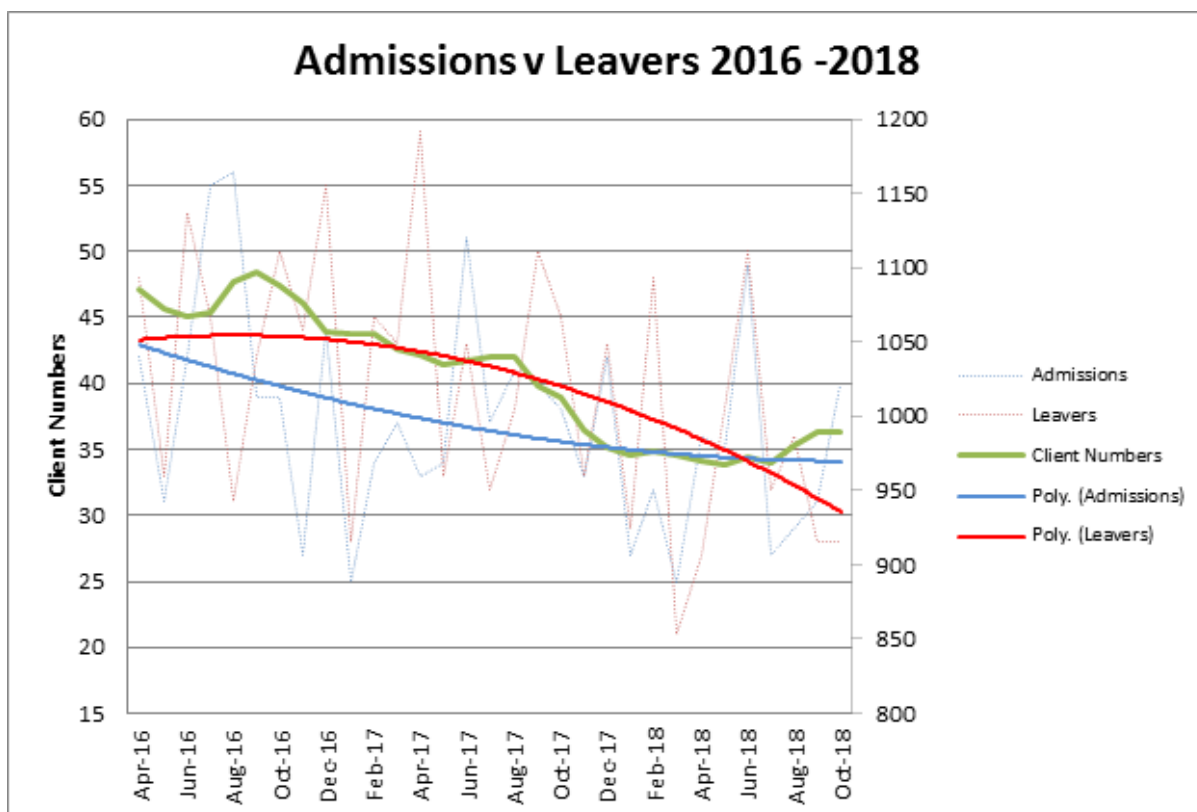
Although the market in the city has remained relatively stable in the last 12 months there have been some fluctuations in occupancy. At times there has been significant demand for places especially during winter periods, at other times there have been high levels of vacancies leading to some significant viability issues where providers have more than 10% of their beds empty. This has led a number of providers to review their business planning and we are aware some will change beds from nursing to residential. These fluctuations are not always easy to predict however if the overall downward trend continues there will inevitably be closures in the market and we are already aware of two home closures with a loss of around 90 beds.

Market analysis

Occupancy

- Between 2016 and 2018 we have seen a reducing trend in residential care home admissions. However, there has recently been a small increase in the overall number of people actually resident in a Care Home. This is mainly because the numbers of people leaving is not falling at the same rate as admissions.
- The graph below shows the trends for admissions, leavers and the number of people actually in residential homes from April 2016 to Sept 2018:¹

¹ NB. Does not include the most recent months as the numbers will change when people are paid late next month for starts in October and November, and it causes confusion when they shift.



- The average number of placements per month this year is 31 and average number of leavers 26. This means that the total number of people receiving residential care is increasing by 5 per month. This is thought to be a short term fluctuation and further investigations are taking place. We do know when the admission rate is looked at over a 12 week period; it is actually lower than previous 12 week period, so although it is important to continue to monitor admissions, this doesn't appear to be a significant concern.
- The rate of decrease for people leaving residential care has slowed down – leading to a net increase in the overall number of people in residential care homes at any one time. The increase may be an emerging trend, primarily due to people living slightly longer.
- The number of people in residential care homes (September 2018 – 990 people) is still lower than it was in September 2017 (1021).

Benchmarking data

All Local Authorities will have different factors in relation to their local economy, so a one-size-fits-all approach cannot be assumed. However, Sheffield's approach to fee rates for 2019/20 must be appropriately mindful of the approach taken by neighbours.

The comparator fee rates for 2018/19 are as follows (minus FNC)

LA	Residential	Nursing	Residential dementia	Nursing dementia	Quality Premium
Rotherham	£445	£449	£481	£534	No
Doncaster	£485.87	£485.87	£485.87	£538.88	No
Sheffield	£463	£463	£463	£463	No
Barnsley	£443.66	£443.66	£480.62	£480.62	No

Factors which affect the viability of providers

Providers have told us about the factors/pressures that impact on their ability to remain in the market and continue to provide good quality services. There is no indication that for 19/20 the issues have changed and this was confirmed in discussions with providers at:

- Care home owners meetings on 31.7.18 and 26.10.18
- The consultation when providers were able to comment on the three possible options (December 2018 to January 2019) as outlined in the Cabinet report.

The key areas identified were as follows:

- Fee Levels – the continued low fee base makes the impact of % increase minimal
- National Living Wage Increases – for all front line workers and the pressure to pay the ethical wage
- Retention of Nursing Staff – this is a national issue but felt more in the private sector mainly as this sector is not able to offer the incentives that the NHS does
- Increased costs associated with apprentices, registration/training and backfill for training
- Recruiting suitably qualified staff in leadership and management posts and paying an appropriate wage increase each year
- Third Party Contributions – providers feeling pressure to charge these if they are not able to have a mixed economy of residents (private/LA/CCG)
- Private fee payers – providers actively sourcing people as they assist in subsidising the low fees
- Cost of debt – high interest rates for debt especially where there are loans attached to the property
- Poor stock – the number of homes which need significant refurbishment, however providers unable to raise the capital for this
- The impact on quality of low fees

Additional support offered/to be offered to care homes

Other than fees the Council and Clinical Commissioning Group (CCG) provide other support to care homes to help improve the quality of care. These include:

- Training to meet the Common Induction Standards.
- Owner and manager forums aimed at improving partnership working and quality.
- Working with the Department for Work and Pensions on recruitment initiatives
- A GP Locally Commissioned Service (LCS) scheme, which costs around £800,000. Under this scheme each Care home is aligned to one GP practice which accepts all residents who choose to register.
- Provision of the online care homes bed portal which is used to identify vacancies.

However it is clear that there are other opportunities to collaborate with providers and potential ways of creating further efficiencies.

There is a commitment within social care to develop these initiatives which will include:

- Investigating the potential use of assistive technology in care homes which could improve efficiency and improve outcomes for residents
- Actively involving providers in the review of the quality and contract monitoring processes undertaken by the Council
- Ensuring a flexible and innovative approach to meeting the needs of the population both in terms of demographic changes and seasonal fluctuations such as winter pressures in the health service.
- Working in partnership with providers to see if this remains the best approach to fee setting or whether there are more creative and longer term approaches to fee setting available which both support the market and offer good value to the City Council.

Appendix 2 – Home Care

Background to home care

The home care market has remained relatively stable this year with the chosen model of a few primary providers supported by a larger number of smaller providers working well. This position has enabled the market to respond to a significant increase in demand by steadily growing its capacity in a measured and sustainable way, helped in no small part by the brokerage team and a healthy relationship between the providers and the contracts team.

Around 38 providers now deliver services across Sheffield, the support hours mostly purchased from a Framework Contract with a small number of additional block contracts in particularly challenging areas of the city.

Fees levels vary between each contract area depending on the density of service user and therefore the travel time between calls. This model has been welcomed by providers as was last year's uplift, based on a combination of three inflationary indices; National Living Wage; Consumer Price Index and the Public Sector pay award.

Pressures on the home care market

The main pressures on the home care have remained constant

- Increasing demand for home care caused in part by demographic factors, but also by national and local policies designed to get and keep people out of hospital when medically fit and to reduce the use of residential and nursing care homes where people are still able to live independently at home
- Workforce issues, mainly around recruitment and retention conditions.

The cost model

A 'cost of care' model approach to home care fees was implemented in April 2017. Based upon extensive consultation with providers, this model better reflected the true cost of delivering a home care service in Sheffield and as mentioned above, took into account local disparities in travel time for care workers.

In April 2018 the hourly rates were uplifted in line with a weighted combination of inflationary indices which include National Living Wage and CPI.

Additional support offered/to be offered to providers

The Council and Sheffield Clinical Commissioning Group provide support to home care agencies to help improve capacity and the quality of care. These include:

- Regular provider forums with development opportunities

- Opportunities for providers to engage with piloting new approaches to increasing capacity and delivering care in the city
- Identifying training and development needs to inform training provision in the city
- Support with recruitment – we recently funded a series of workshops run by Skills for Care which were highly rated by those who attended

However it is clear that there are other opportunities to collaborate with providers and this should include:-

- Development of a recruitment and retention strategy for the city
- Collaborative approach to developing the monitoring arrangements
- Support in moving towards “Ethical Care Charter” standards

Proposal

Although there is no mandatory uplift clause in the contract, the Council has a duty to support a diverse and high quality market and must therefore take into account all relevant factors impacting upon delivery of services, including financial costs.

The split between wages and non-wages costs varies across different business models and between companies. Using widely accepted industry standards, a 75:25 ratio of staff to non-staff costs has been used to calculate the proposed uplift. As not all staff would be subject to the NMW rise, the wages element has been further broken down to reflect this.

Cost Area	2019/20 Inflationary Uplift
75%: front line staff at or close to NMW levels	4.9% increase (in line with National Living Wage)
10%: staff at higher pay levels	2% increase (in line with public sector pay increase)
15%: non-staffing costs	2.4% increase (in line with Consumer Price Index)

This produces a total overall figure of 4.24%

A full break down of the increased rates per framework contract area is provided below:

Area	Current Framework hourly Rate	Proposed hourly rate from April 2019
A1	£15.61	£16.27
A2	£15.91	£16.58
A3	£16.16	£16.84
B1	£15.74	£16.40
B2	£15.80	£16.46
C1	£16.10	£16.78
C2	£15.80	£16.46
C3	£15.68	£16.34
D1	£15.36	£16.01
D2	£16.04	£16.71
D3	£15.36	£16.01
E1	£15.68	£16.34
E2	£15.74	£16.40
E3	£15.49	£16.14
F1	£16.48	£17.17
F2	£16.99	£17.70
F3	£17.05	£17.77
F4	£16.60	£17.30
G1	£16.66	£17.36
G2	£15.80	£16.46
G3	£15.74	£16.40

Appendix 3 - Supported Living

Background to supported living

The supported living market in Sheffield has had a period of relative stability over the past two years, aided by procurement activity, which increased the number of contracted providers on our supported living framework, and the uplift in fees in October 2017. The current supported living framework started on October 2nd 2017 and 32 providers are now on the supported living framework.

Demand for supported living services has continued to grow over the last two years. As supported living is a key model of support for adults with disabilities we expect demand to continue to increase in 2019/20. The Council's Commissioning service works closely with care managers and providers to ensure requests for supported living packages are responded to promptly, and that people requiring supported living have a choice of provider.

Pressures on the supported living market

The main pressures on the supported living market have remained constant. The key issues remain workforce challenges, mainly around recruitment and retention.

The cost model

In October 2017 we implemented a new approach to supported living fees, based on the home care fees 'cost of care' model. Based upon extensive consultation with home care providers, this model takes into account local disparities in travel time for support workers who need to travel between visits, alongside a discounted rate for supported living 'schemes' where travel time is not an issue. The framework also set a rate for sleep-in nights that reflects changes in payment regulations.

The new fee model for the 2017 supported living framework resulted in an average 9.8% increase in hourly rates for supported living providers on the 2014 framework. These rates were published in the tender process for the new supported living framework for which over 40 organisations submitted bids, including many organisations with no existing operation in Sheffield. In April 2018 the hourly rates were uplifted in line with a weighted combination of inflationary indices which include National Living Wage and CPI.

Additional support for providers:

The Council provides other support to supported living agencies to help improve the quality of care. These include:

- Regular provider forums with development opportunities
- Opportunities for providers to engage with pilots in the city, including the use of new assistive technology

However it is clear that there are other opportunities to collaborate with providers and this should include:-

- Development of a recruitment and retention plan for the city
- Collaborative approach to developing the monitoring arrangements for supported living
- Support in moving towards “Ethical Care Charter” standards

Proposal

In order to maintain the current stability of the supported living market, it is recommended that an increase in fees is offered which takes into account inflationary and wage pressures, including the increase in the National Minimum Wage from April 2019.

Although there is no mandatory uplift clause in the contract, the Council has a duty to support a diverse and high quality market and must therefore take into account all relevant factors impacting upon delivery of services, including financial costs.

The split between wages and non-wages costs varies across different business models and between companies. Using widely accepted industry standards, a 75:25 ratio of the costs of staff to non-staff costs has been used to calculate the proposed uplift. As not all staff would be subject to the NLW rise, the wages element has been further broken down to reflect this.

Cost Area	2019/20 Inflationary Uplift
75%: front line staff at or close to NMW levels	4.9% increase (in line with National Minimum Wage)
10%: staff at higher pay levels	2% increase (in line with public sector pay increase)
15%: non-staffing costs	2.4% increase (in line with Consumer Price Index)

This produces a total overall figure of 4.24%

A breakdown of how this would impact on the current rates is set out below

Area	Current Framework hourly rate	Proposed hourly rate from April 2019
A1	£15.61	£16.27
A2	£15.91	£16.58
A3	£16.16	£16.84
B1	£15.74	£16.40

B2	£15.80	£16.46
C1	£16.10	£16.78
C2	£15.80	£16.46
C3	£15.68	£16.34
D1	£15.36	£16.01
D2	£16.04	£16.71
D3	£15.36	£16.01
E1	£15.68	£16.34
E2	£15.74	£16.40
E3	£15.49	£16.14
F1	£16.48	£17.17
F2	£16.99	£17.70
F3	£17.05	£17.77
F4	£16.60	£17.30
G1	£16.66	£17.36
G2	£15.80	£16.46
G3	£15.74	£16.40
Discounted scheme rate	£15.07	£15.71
Sleeping night rate	£10.04	£10.46

Appendix 4 - Extra Care Housing

Background to Extra Care

There are 9 extra care/assisted living schemes in Sheffield, they range both in size and the facilities they offer, however most cater for the older age group. The first scheme opened in 2006 and was developed as part of the extra care housing strategy and to replace the Council's own care homes many of which were no longer viable and were subsequently decommissioned. The Council contributes funding through contracts in 5 of the schemes; the remaining 4 schemes were privately developed to accommodate people funding their own care and support.

The Council is currently developing an Older Peoples Independent Living Scheme (OPIL) which will be ready for occupation during the autumn of 2020. Services and support provided in the scheme will be aligned to an extra care type of approach and consideration is also being given to a further OPIL development in the city. These arrangements to support these developments will be subject to a separate cabinet report

The landlords of each scheme tend to be registered social landlords (RSL's) who operate on a not for profit basis with the on-site care and support provided by home care providers. Whilst the operation of the scheme is registered by CQC as home care, it has more similarities with the supported living schemes where providers are registered as domiciliary care providers but their work is focused around a building or house and therefore travel time is minimal.

The current care and support contracts were combined and awarded in 2015 with 3 providers across the 4 schemes some of who also provide home care, either Council funded or privately in other parts of the city. These contracts are due to expire in June 2019, although there is the option to extend these for a further year.

In 2018/19 it was agreed that the fee level for the care element only should be uplifted in line with supported living providers. The support element of the scheme has been under review over the last 12 months and the recent changes to housing benefits may now provide more opportunity for the housing landlords to provide these services in full, therefore recommendations about the future of how the support element of the contract will be the subject of a separate report. The proposal for the extension to the existing contract will also bring this in line with the development of the new schemes so the model and approach to extra care is consistent across all schemes.

The Sheffield Retirement Village receives funding for an onsite support and care provision. The provider delivers a holistic model of care and support for people living in the village particularly for a number of people who would be eligible for support and by funded by the City Council. This funding is paid via a grant agreement on a specific contract arrangement and there is no proposal to increase the level of funding at this time.

The care element is paid based on actual hours of care delivered as it fluctuates based on need. The support element is paid at the same rate each week with an overarching aim to provide support to all of the residents in activities that enable them to remain independent and without care for as long as possible.

A review of the support element of the contract is underway, this will ensure that the required service outcomes are being met and the outcome of this will form part of the new contract design and tender arrangements.

Pressures on the Market

The pressures on extra care are similar to those experienced by other social care providers, for example increases in cost of rent, registration, training and DBS checks. It is also well reported that there are ongoing issues in the recruitment and retention of staff in the social care industry, although this is less of an issue in extra care housing than in home care. In November 2017 extra care providers were asked about pressures in their market and other than those which are already stated there were no additional areas we were asked to consider.

There are specific pressures relating to the extra care providers and these are:

- The current extra care providers have not received any increase in fees since the contract began in 2015 therefore with the introduction of the living wage and other costs such as registration and training costs the pressure is increasing
- There is recognition about the similarities between extra care and supported living but because there was a recent tender for supported living and as there has been no uplift for extra care providers the difference in hourly rates between them is significant and growing
- The major pressure over the past year has been the implementation of the National Minimum Wage (NMW) to cover night time support, with HMRC investigating providers where they appear to be non-compliant with legislation. (Extra care providers need to provide emergency cover over night). The new Supported Living Framework covers the cost of this; however there has been no recognition of this in the hourly rate paid to extra care providers.

Proposal

Although there is no mandatory uplift clause in the contract, the Council has a duty to support a diverse and high quality market and must therefore take into account all relevant factors impacting upon delivery of services, including financial costs.

The split between wages and non-wages costs varies across different business models and between companies. Using widely accepted industry standards, a 75:25 ratio of staff to non-staff costs has been used to calculate the proposed uplift. As not all staff would be subject to the NLW rise, the wages element has been further broken down to reflect this.

Cost Area	2019/20 Inflationary Uplift
75%: front line staff at or close to NMW levels	4.9% increase (in line with National Minimum Wage)
10%: staff at higher pay levels	2% increase (in line with public sector pay increase)
15%: non-staffing costs	2.4% increase (in line with Consumer Price Index)

This produces a total overall figure of 4.24%

A breakdown of how this would impact on the current rates is set out below

	2018/19 rate	Staff Cost ratio @75% of 4.85%	Staff cost increase Public sector pay 10% of 2%	Non- staff increase CPI 15% of 2.4%	Projected 2019/20 rate	£ increase
Guildford Grange	£15.07	£11.85	£1.54	£2.31	£15.71	£0.64
The Meadows	£15.07	£11.85	£1.54	£2.31	£15.71	£0.64
Roman Ridge	£15.07	£11.85	£1.54	£2.31	£15.71	£0.64
White Willows	£15.07	£11.85	£1.54	£2.31	£15.71	£0.64

Appendix 5 - Non Standard Fees

Background.

A significant proportion of local adult care and support services do not have standard fee rates. This includes 'non-standard fee' care homes, community-based services, personal assistants, money management services, direct payments and other individualised support arrangements.

This Appendix sets out the Council's proposals for fee uplift requests for non-standard fee care and support services.

Residential and Nursing with non-standard fees

The local market

The local care home market includes a number of residential and nursing care services where placement costs exceed Sheffield's standard rates – 'non-standard' fees. The majority of care homes at 'non-standard' fee rates support working age adults with learning disabilities, physical disabilities or mental health problems. Some support adults from two or more of these customer groups.

There are 33 care homes for adults with learning disabilities, physical disabilities or mental health problems in Sheffield. Most provide continuing care with a small number specialising in residential respite/short breaks services.

The market in 'non-standard' fee care homes has been relatively stable this year. There have been two exits, both on quality and safeguarding grounds. This capacity has been more than compensated for by new supported living schemes offering high quality accommodation with support from providers on our supported living framework.

Adult mental health purchase residential care and nursing care from 24 individual providers. There are over 170 placements purchased and the majority are from Sheffield based provision. In the last 18 months SCC Mental health commissioning has engaged with providers of residential and nursing care for adults with mental health needs. The result of this work has been a commitment to change the way residential and nursing care is delivered and utilised. A more focused and supported recovery approach which builds on people returning to their own home has been largely agreed. SCC is actively working to invest in this approach with current market. Work being completed by Sheffield Health and Social Care 117 reviewer role has demonstrated the possibility of this approach and helped to already shape the market over the last 3 years. This work is being supported by many of the current Sheffield providers, SCC, Sheffield Clinical Commissioning group and Sheffield Health and Social Care Trust.

Quality in care homes for adults with learning disabilities, physical disabilities or mental health problems is largely good as measured by CQC ratings. One care home is currently rated outstanding, 27 good and five as requiring improvement.

In addition to funding the above placements in residential and nursing care homes with non- standard fees in Sheffield, the also Council funds placements in a range of out of city care homes. The approach set out below covers our proposals for 2019/20 fees for both in city and out of city care homes.

The fee setting process for non-standard fees is different from standard fees. Non-standard fees are set individually by the provider or negotiated on an individual basis, and not on the basis of a standard fee level fixed by the Council.

Non-standard fees range from slightly more than Sheffield’s standard fee of £463 per week to over £4,000 per week. As an illustration, Table 1 below sets out the range of non-standard care home fees for adults with learning disabilities and mental health.

Table 1: Non-standard residential and nursing care rates for adults with learning disabilities and mental health.

Price range	No. of placements	No of Placements MH
£450 to £999	42	127
£1,000 to £1,499	41	16
£1,500 to £1,999	20	19
£2,000 to £2,999	10	8
£3,000 and over	1	2

The wide variation in non-standard fees reflects the wide variation in the nature and level people’s support needs and the diversity of services that can meet these needs. Different care homes have significantly different cost structures and specific budget pressures can impact on them in ways specific to their business.

Staffing and non-staffing/accommodation costs.

In our consultation with standard fee residential care home providers in 2016, feedback indicated a ratio of approximately 70% staff costs and 30% non-staff costs. In contrast, in ‘non-standard fee’ residential and nursing care staffing ratios can vary widely, with some homes providing one to one support, at times even higher.

Accommodation costs in many non-standard fee care homes vary significantly, and in some cases are significantly higher than in standard fee rate homes. The 2016 consultation showed a range in accommodation costs between £85 and £244 per person per week. In some high cost packages however, accommodation and non-staff costs exceed £1,000 per person per week.

Despite the higher levels of staffing (e.g. one to one support), the high levels of accommodation and other non-staff costs can result in a lower ratio of staff costs compared with standard fee care homes. As an illustration, in recent costings from one high cost non-standard fee care home provider, staff costs accounted for only 40% of the total cost.

Inflationary pressures on non-standard fee care homes

The Council recognises that individually negotiated non-standard fees will have similar market pressures as other social care providers including

- National Living Wage Increases
- Recruiting suitably qualified staff in leadership and management posts and paying an appropriate wage increase each year
- Interest rates for debt

Proposal for non-standard fee care homes

Inflationary pressures affecting staff /non-staff costs are different. As staff /non-staff cost ratios vary so significantly in non-standard fees care homes, it is not appropriate to apply a standard percentage uplift based on assumptions of standard staff /non-staff cost ratios.

Proposal: We therefore propose not to apply automatic inflation uplift, but to respond to requests on an individual basis taking into account individual needs, individual provider costs and value for money considerations. We propose an 'open book' approach, using a transparent breakdown of costs and income.

- The Council will write to all non-standard fee care homes to inform them that if the current fee for any Council placed resident is not sufficient to meet that person's support needs in 2019/20 the provider should notify the Council.
- The Council will ask the provider for details of their expenditure and income on a standard template.
- Each request will be considered on an individual basis.
- If there are no requests for an uplift then no automatic uplift will be applied.

Direct Payments

Approximately 2,400 people in Sheffield have a Direct Payment. These are individually negotiated arrangements between the person with support and support providers. Direct Payments are used for a wide range of support – including personal assistants, home care, supported living, community and day activities, short breaks and transport. In some situations Direct Payments may be used to pay relatives to provide support. Many people also use part of their Direct Payment to pay Money Management organisations to help with the financial and administrative arrangements of their Direct Payment.

Adult mental health provides over 300 direct payments to meet a person's social care needs as a result of poor mental health. These too are based on individual needs and can be a one off purchase or activities. To guide the price of one to one costs adult mental health use the recovery service framework cost per hour. This guide prices is set by the lowest banding recognising that if a person chose to have council arranged services they could be purchased at that fee level. In August 2019

the framework will be recommissioned and a new rate maybe set. This process allows market pressure to manage the fee levels.

Direct Payments for Home Care and Supported Living – the ‘guide price’ principle

Many people use a Direct Payment to purchase Home Care or Supported Living services. The Council has a framework for Home Care and Supported Living services with a range of fixed hourly rate prices depending on the type and location of the service regardless of the organisation providing the service. These rates will be uplifted in 2019/20.

Adult mental health also have a guide price for one to one costs Ault mental health use the recovery service framework cost per hour. This guide prices is set by the lowest banding recognising that if a person chose to have council arranged services they could be purchased at that fee level.

Proposal: Where Direct Payments are being used for Home Care and Supported Living it is proposed that the Council’s standard approach will be to apply the ‘guide price’ principle, where the Supported Living framework hourly rate is the maximum the Council will expect to pay. Where providers are charging Direct Payment recipients’ higher rates, the individual would normally be expected to meet the difference through their own funds. Where this creates specific difficulties, or where there are specific support requirements that create higher costs for providers, the Council would review each situation on an individual basis.

Personal Assistants.

There is no standard rate in Sheffield for a Personal Assistant. The Council expects personal assistants to be paid at least the National Living Wage, and that the direct payment recipient as the employer makes the relevant payments towards the personal assistant’s pension and National Insurance. Rates for personal assistants range from the National Living Wage to over £20 per hour, reflecting the range and nature of people’s individual support needs.

Proposal: Any need for an increase in personal assistant fees is therefore likely to vary between individual direct payment recipients. It is therefore proposed that requests will be responded to on an individual basis.

Money management

Around 60% of Direct Payment recipients use a third party account company (sometimes called Money Management) to help with the administration of payments to care and support providers. These companies levy a charge for their service which is negotiated privately between the provider and the individual. The Council has no influence or input into this negotiation. Similarly for provision of payroll services; charges are made but these are outside the remit of any fee setting processes overseen by SCC.

Proposal: Any need for an increase in fees for these aspects of people's arrangements is likely to vary between individual Direct Payment recipients. It is therefore proposed that these will be responded to on an individual basis.

Direct payment funded community-based support.

Many people use Direct Payments for support in the community, including day activities, transport, short breaks and other personalised support. These community-based services have a wide range of costs, again reflecting the diversity of individual need and choice, and the diversity of community-based support in the city. Some people also use Direct Payments to fund mainstream community activities (including membership fees) and other personalised ways of meeting their support needs, again with a wide variety of costs.

Many community-based organisations support a number of Direct Payment recipients at the same fee rate (for instance a day activities provider with a standard daily rate).

Proposal: The need for an inflationary increase in community-based support fees is likely to vary significantly between individual Direct Payment recipients. It is therefore proposed that requests will be responded to on an individual basis.

Requests from community-based support providers funded through Direct Payments for an increase in their fees are likely to vary between individual providers. It is therefore proposed that requests will be responded to on an individual provider basis using an 'open book' approach similar to that proposed for non-standard fee residential and nursing care homes.

Council arranged community-based support

The Council directly arranges and funds a small number of community-based care and support services, including community and day activities. Costs range from £30 to over £150 per person per day again reflecting the wide variation in the nature and level people's support needs and the diversity of community-based support services and activities that can meet these needs. Inflationary pressures can therefore vary significantly between different providers.

Proposal: The need for a fee increase for community-based support providers is likely to vary significantly between individual providers. It is therefore proposed that requests will be responded to on an individual provider basis using an 'open book' approach similar to that proposed for non-standard fee residential and nursing care homes.

As the new framework for mental health is awarded, any new fees will only apply to new packages. This is to encourage recovery, there may be individual cases which require the new rate but this will require agreement at the social care purchasing panel from which the package was originally agreed. Agreement will be based on individual's needs, recovery plans and length of service needed to promote recovery.

This page is intentionally left blank

Outcome of the Consultation with Providers on the Fee Uplift Options – January 2019

1. Overview

Proposals on fees for 2019/20 were sent to providers for comment. An email was sent to all providers on Friday 7th December 2018 with a closing date for comments of 5pm on the 25th January 2019, responses were received from providers of all services and these are summarised below. (A full set of actual quotes can be seen at Appendix A)

Providers were asked to comment on 3 proposals these being:-

Option 1: Inflationary uplift based on National Living Wage (NLW), Consumer Price Index and Local Government (LG) pay award

Option 2: Inflationary uplift based on CPI only

Option 3: Inflationary uplift based on CPI and the LG pay award

And answer the following questions

- For each of the options is the rationale correct/reasonable, would you add/change anything?
- What would the impact be for your organisation for each of these options?

2. Care Home Responses

Nine providers and 1 organisation (Sheffield Care Association) representing providers responded to the consultation within the timescale, 2 responses were received outside the timescale but their comments have been included. It is unclear which providers the SCA represent therefore it is possible that comments have been duplicated.

The individual responders represent:-

- 35% (28) care homes in the city - 15 residential and 13 nursing (some who also have residential beds)
- 15% of organisations/providers in the city who run care homes

The following responses were received:-

- Option 1 - 40% (4) agreed with this but stated that this was not necessarily their preference just the best of the options presented. 10% (1) stated they would choose option 1
- Option 2 and 3 - No providers chose these options stating they were unrealistic and insufficient
- 50% (5) of the responders (including the SCA) did not select a preferred option stating they were all insufficient

“The increases of option 2 (2.4%) and option 3 (2.16%) would present us with major difficulties. Option 1 (3.89%) would be more welcome, but still extremely challenging”

“I do not agree with any of the options proposed ... but I am keen to understand firstly whether if providers do not accept any of these options, will they be forced to accept one or will the Council make its own decision?”

“I personally do not accept any of the options proposed and feel there needs to be a closer dialogue to agree a rate that can create a sustainable sector within Sheffield.”

“None of the options set out a true reflection of market pressure for wages, food costs and utilities that have been seen and are predicted for the sector”.

“Of the three options presented this is the most reasonable; however it would not deliver an inflationary increase in line with the cost increases we have faced...”

Themes Arising

There were a number of themes arising from the consultation these broadly fit into the headings below, a selection of actual quotes are also stated under each theme:-

Base costs

- The 3.89% proposal is insufficient on top of a base cost which does not cover the cost of care
- The cost of care rates in 18/19 were miscalculated and the base rate continues to be lower than comparator authorities
- The methods for calculating/interpreting the data for the 18/19 cost of care exercise was not clear

“Fee rates paid in comparator local authorities are all higher than those paid by Sheffield, which was in fact shown and accepted as a problem in research undertaken by the council in 2016, and this situation has not changed since; the fee rates paid in 2018/19 by the other core cities you compared Sheffield with then are still considerably higher. We suggest that is an indication that you have miscalculated the cost of care you say your fees cover.”

“There is a severe lack of clarity in the original calculation of this fee and I still do not understand how this has been set.”

The Methodology

- The options were not realistic, the indices used are not specific to care homes, the CPI only increase would not reflect the largest cost on the sector, the staffing increases have been consistently higher than CPI and there is no reflection of the economic deprivation in some areas (leading to fewer self funders).
- The 1% increase to employer pension contributions has not been considered neither has the real cost of food and energy which have increased by 3.5% and 15% respectively,
- There was no consideration about the impact of Brexit and whether this would change costs
- None of the options would properly represent the true cost increases, a figure of 5.66% increase would represent the increase more accurately
- The process was not as transparent and inclusive as in 18/19

“..Standard indices are not specific to care homes (or any single sector). For example, staffing costs do not only increase as a result of the indices you have used; increased pensions contributions are a real cost faced by providers but is excluded from your figures...”

“...The fees you pay currently are not sufficient to cover our costs of caring for residents in Sheffield, and we would inevitable need to consider the continued commercial and operational viability of continuing to offer services to Sheffield...”

Staffing

- The staff costs haven't been fully considered – the increases are more like 6% for regular staff but agency costs are much higher especially covering nursing staff for which there is a shortage
- The recruitment and retention of care workers will be more difficult as a result of the proposals

“At least a 6% increase to staffing costs (this is based around the increase to the national living wage and the knock-on impact of maintaining pay differentials, plus a 1% increase to employer pension contributions)”

“This utilises public sector pay which has no bearing on the private sector and does not factor in any additional benefits the public sector may be providing.”

Quality

- There is a relatively high number of care homes in the city with a CQC “requires improvement”, the number is believed to be above the national average and is an indication of the low rate

“...the relatively high percentage of homes rated as Requires Improvement is a clear problem and indicative of fees which are below the cost of providing good care. We understand almost 60% of care homes in Sheffield are rated as Requires Improvement or Inadequate, compared to a national average of 47%.”

Suggestions by providers

Providers suggested the following alternative methods/options:-

- Survey all providers to see what costs have increased and use this to calculate uplifts
- Undertake another cost of care exercise using a nationally recognised tool
- Offer 5.66% uplift based on wage increase of 5.06%, care expenses up by 4.42%, facility expenses up by 5.14% and the cost of employing agency staff up by 0.80%.
- Offer a fourth option

“As members reject all the three options it would be more prudent for the Council to offer a fourth alternative for us to present to members”.

“...It is also disappointing that Care Home Providers were not given the opportunity to submit financial information as in the previous year which I felt was a more transparent and inclusive process....”

“...We suggest the council should survey providers to understand how actual costs have altered, rather than reply on general indices which cannot be relied upon...”

3. Extra Care Responses

There was 1 response from an extra care provider representing 33% of the provider market and 25% of the extra care schemes.

The provider indicated option 1 was the closest to the fee uplift they had calculated but still below this (6%)

Themes Arising

There were a number of themes arising from the consultation these broadly fit into the headings below, a selection of actual quotes are also stated under each theme

Staffing

- Increases in National Living Wage (NLW), increases in apprentices pay and increases in pension contributions
- Forecast increases in NLW of 9% from April 20

“...National Living Wage will see a 4.9% increase from £7.83 to £8.21 per hour for all employees aged 25 years and above, as announced in October’s Budget. We will also see annual increases to younger employee’s hourly rates for apprentices and those up to 24 years. Employer’s contributions to workplace pensions will double from 1% to 2% in Gross Pay...”

Calculations

- The rounding of the NLW calculation could increase the proposal by 1p

Suggestions by providers

- An option with a 6% increase
- A recalculation of the options with a different rounding method

4. Home Care Responses

Five responses were received from Home Care providers to the 39 letters sent. Two of the responses selected option 1; the other three stated that although option 1 was the best, the 4.2% offer fell short of what was required.

Themes Arising

Increases in the NLW, pension contributions and CQC fees were cited as the main cost pressures for home care providers.

The formula for calculating the increase was questioned. Providers stated that they needed to maintain a differential in pay between home carers and supervisors, care coordinators etc. Providers state that the NLW uplift should be awarded in full for this reason.

The new to renew training more often than previously was cited as a new cost to be added for providers.

The UKHCA “fair price” of £18.93 per hour was quoted as the amount needed to make Home Care business stack up financially; one provider stated that the employment market for home carers in Sheffield was in a dire state and was losing workers to other industries at a high rate.

5. Supported Living Responses

Nine responses were received from Supported Living providers to the 32 letters sent. Two were from the same provider. The response rate is 25% of providers on the framework. However, as only half the providers on the Supported Living framework are active at this time, and as all responses were from active providers, the response rate is 50% of the active providers. Two of the responses appeared to be proactive correspondence requesting fee uplifts for 2019-20 rather than responses to the consultation. Nevertheless they help inform the analysis.

Of the six responses to the consultation itself

- Three selected option 1
- Three stated that the 4.2% offer fell short of what was required, with requests for uplifts of (a) 4.3% minimum, (b) 5.75%, and (c) 5.9%

In the two 'non-consultation' correspondences, one requested 5% on daytime hours and 10% for sleeping night; the other did not specify an amount but requested a negotiation.

Themes Arising

The main cost pressure for providers is staff. One provider stated that 67% of their costs were for front line support workers, another that 90% of the costs were for staff.

Specific cost pressures for providers were

- The 4.9% increase in the National Living Wage.
- The 1% increase in employers' pension contributions (two responses noted the formula for the proposed increase did not include the 1% pension increase).
- The ongoing uncertainty over the payment for sleep-ins following the ongoing challenge from Unison over sleep in pay.
- The need to maintain a differential in pay between support workers, senior workers and managers.
- Increased pressure for training in essential subjects and in the frequency that this training needs to be renewed.

Appendix A

Quotes Care Homes

“Unsurprisingly I would recommend option 1.

We have already reviewed our costs and forecast increases and are planning to increase our room rates by 4%.

In addition to the major impact of items you have identified i.e. 4.85% increase in the minimum wage and the consumer price index; employers also have to increase their contribution to employee’s pensions by 1% from April 2019. Given the high proportion of our total expenditure that wages and salaries represent, we have to increase our room rates accordingly”.

“We would of course prefer the highest fee level possible to enable us to continue to provide a good service and work towards outstanding.

I am concerned about the comments regarding the living wage and how you would enforce / monitor this and would appreciate more clarity on this if possible.

We also support any comments from the Care Home Association”

“I feel operators with no cross subsidy are at great risk within Sheffield”.

“The increases of option 2 (2.4%) and option 3 (2.16%) would present us with major difficulties. Option 1 (3.89%) would be more welcome, but still extremely challenging”

“As members reject all the three options it would be more prudent for the Council to offer a fourth alternative for us to present to members”.

“We cannot determine the most feasible option at this stage without knowledge of how the costs for care model has been calculated.”

“I do not agree with any of the options proposed ... but I am keen to understand firstly whether if providers do not accept any of these options, will they be forced to accept one or will the Council make its own decision?”

“We are unsure as how the raw data was used/interpreted and the manner in which the calculations have been made. I was aware from my own raw data provided with Palms Row that there were exceptional circumstances and how these were presented within the model.”

“The cost of providing care continues to increase at a rate which is substantially higher than that of recognised price indices”.

“I personally do not accept any of the options proposed and feel there needs to be a closer dialogue to agree a rate that can create a sustainable sector within Sheffield.”

“None of the options set out a true reflection of market pressure for wages, food costs and utilities that have been seen and are predicted for the sector”.

Option 1 “This utilises public sector pay which has no bearing on the private sector and does not factor in any additional benefits the public sector may be providing.”

“In the next 12 months will be faced with quantifiable cost increases such as:

- At least a 6% increase to staffing costs (this is based around the increase to the national living wage and the knock-on impact of maintaining pay differentials, plus a 1% increase to employer pension contributions)
- Agency costs relating to the shortage of nurses. The shortage in qualified nurses results in difficulties with recruitment and retention; this has led, out of necessity, to a high use of agency nurses, which has a major impact on staffing costs. Nursing agencies can typically charge double the amount of the usual cost of employment.
- 15% increase to our energy costs. Because of the reservations around social care and the difficulty this brings in terms of providing strong financial covenants, we have faced difficulties tendering for our heat and power and have recently seen a 15% increase.
- 3.5% increase to food costs. On the back of uncertainties surrounding Brexit we are expecting higher than inflationary increases to our food costs and have already seen unexpected increases during 2018.
- Other consumables. If there is a no deal Brexit or even a bad deal Brexit, we anticipate that other consumables would increase at much more than current levels.
- Increased regulation. This has an impact on costs, in terms of additional corporate governance, management intervention, increased training and stationary costs.

The above is not exhaustive but hopefully provides an illustration surrounding the challenges we are facing regarding our cost base.”

“I would also like to highlight that we operate another 12 homes, predominantly in the North of England and whilst we acknowledge not all areas are equal, Sheffield council do pay one of the lowest fee rates we currently receive”.

Option 1 “Of the three options presented this is the most reasonable; however it would not deliver an inflationary increase in line with the cost increases we have faced.

Our own analysis of our costs shows that wages have increased by 5.06%, care expenses have increased by 4.42%, facility expenses have increased by 5.14% and the cost of employing agency staff has increased by 0.80%. When weighted proportionately, this means our costs have increased overall by 5.66%

This difference is caused by the fact standard indices are not specific to care homes (or any single sector). For example, staffing costs do not only increase as a result of the indices you have used; increased pensions contributions are a real cost faced by providers but is excluded from your figures. CPI is a reflection of average increases in prices, but our figures given above demonstrate it cannot be relied upon to accurately reflect the inflationary increases we actually experience.

We suggest the council should survey providers to understand how actual costs

have altered, rather than reply on general indices which cannot be relied upon. It is the provider market for these more complex types of care which needs the greatest investment and support in order to meet the demand both now and in the near future.”

“Not only is the proposed 3.89% increase insufficient to cover our increased costs, the fees you pay currently are not sufficient to cover our costs of caring for residents in Sheffield, and we would inevitable need to consider the continued commercial and operational viability of continuing to offer services to Sheffield.”

“Taking the opportunity to comment on the wider situation in Sheffield, the relatively high percentage of homes rated as Requires Improvement is a clear problem and indicative of fees which are below the cost of providing good care. We understand almost 60% of care homes in Sheffield are rated as Requires Improvement or Inadequate, compared to a national average of 47%.”

“Fee rates paid in comparator local authorities are all higher than those paid by Sheffield, which was in fact shown and accepted as a problem in research undertaken by the council in 2016, and this situation has not changed since; the fee rates paid in 2018/19 by the other core cities you compared Sheffield with then are still considerably higher. We suggest that is an indication that you have miscalculated the cost of care you say your fees cover.”

“There is a severe lack of clarity in the original calculation of this fee and I still do not understand how this has been set.”

“This is an increase in CPI only and does not take into consideration the largest cost pressures on the sector which are salaries, pensions and recruitment costs so is totally unfavourable”

“We do not agree that basing an increase in care home fees on CPI only is correct or reasonable. This is because even in terms of non-staffing costs CPI is not a true reflection of the specific costs we face and staffing costs themselves have shown increases which have been consistently higher than the CPI rate in recent years, driven by both the NLW and sector-wide staffing shortages driving up the costs of non NLW staff.”

“As this proposal would mean a lower increase than option 1, which we do not think is sufficient, the negative impacts of this option would be both more likely and be more severe.”

Option 3 “This also causes the issues addressed above and does not take into account true cost pressures”

“We do not agree this rationale is correct or reasonable. Ignoring NLW, which almost every commissioner in the UK recognises to have had a significant impact on providers' costs, cannot be considered reasonable.

Option 3. As this proposal would mean a lower increase than option 1, which we do not think is sufficient, the negative impacts of this option would be both more likely and be more severe.”

“There is a severe lack of clarity in the original calculation of this fee and I still do not understand how this has been set. “

“As a provider within Sheffield it is clear that the fees paid by Sheffield City Council are low when compared with comparator Local Authorities. It is also disappointing that Care Home Providers were not given the opportunity to submit financial information as in the previous year which I felt was a more transparent and inclusive process. Ideally a recognised national tool for setting care home fees would be our first choice for setting and agreeing fee rates. I also haven't received the fee analysis from Sheffield University which would have been helpful in preparing this response. Do you have a time frame for this?

“We operate predominantly in areas of social and economic deprivation so support some of the most vulnerable people in Sheffield. As a consequence of this we are well below the national average in relation to self-funders/private fee payers and very reliant on public funding from yourselves. As you are no doubt aware self funders/private fee payers often support the funding of care homes.”

Employers have to increase their contribution to employees pensions by a further 1% from April 2019. Providers thought that this should have been reflected in this year's cost of care calculation.

One provider raised the issue that recruitment and retention remained difficult for the care sector in Sheffield. A low fee for 2019/20 would only exacerbate this.

“I would dispute that the cost of care project has been fully taken into consideration as per discussions with the Sheffield Care Association

Fees paid to providers are currently significantly below other cities & councils within the area & this has failed again to be properly addressed & is now putting provision of Adult social care by providers under extreme pressures & difficulties

Option 1 is the very minimum that should be offered & still does nothing to address the financial challenges of providing high quality care in Sheffield”

Quotes Extra Care Providers

“The new tax year will bring a number of financial challenges to our business;

- National Living Wage will see a 4.9% increase from £7.83 to £8.21 per hour for all employees aged 25 years and above, as announced in October's Budget.
- We will also see annual increases to younger employee's hourly rates for apprentices and those up to 24 years.
- Employer's contributions to workplace pensions will double from 1% to 2% in Gross Pay.
- Annual inflation currently running at 3%

These will all be applied to our costs of sales to Sheffield City Council as well as the 4.4% increase applied to staff rates April '18. Collectively, this comes as something of a strain to our existing budget.

Based on our increase in costs of sales we are seeking a 6% increase in our rates across our extra care service in Sheffield and would welcome your approval to our uplift request to support our continued service at Roman Ridge. This would increase our hourly charge rate from £15.07 to £15.97”.

“Option 2 would represent a shortfall in uplift to our current service and would be significantly lower than our requested 6%. We would encourage the authority to take heed of the continuing increases in NLW and with the projected 9% forecast for April 20. This would lead to a significant burden to our service budget/cost of sales”.

“Option 3 would represent significant shortfall to our service model and place the current service under severe financial pressure and we would have to consider our position in continuing our service provision for Sheffield”.

Quotes from Home Care Providers

Of the options available, our preference would be for option 1 to apply (4.2% uplift); although we do not believe that the level of increase (which would take our average payment per hour to £16.59) is sufficient to sustain an effective and responsive home care system in Sheffield.

Increases in employer pension contribution by 1%

4.85% increase in NLW

Increased CQC fees (levels not yet confirmed)

Any pay awards and general inflation increases would of course be on top of the above increases so in effect whilst the 4.2% increase is welcome, it will not be sufficient”

80% of total costs being direct care staff ... the most significant cost pressure is the increase in the National Living Wage (NLW), which you note is to increase by 4.85% in April. Whilst our care worker pay rates are at a higher level than 3% above NLW, we agree that the differential between homecare staff pay and NLW needs to be maintained (unsocial hours, travelling time, and exposure to bad weather), therefore the full 4.85% should be applied to care staff costs.

Salaried-related costs..... we need to maintain pay differentials, so pay increases need to be as close to 4.85% as reasonable. Only the balance of 2.5% of costs would be overheads, for which CPI would be a reasonable measure.

With all the above in mind, we would be inclined to agree with a proposal that looked to increase the fee rate by 4.2% overall.

We see [option 1] as the only option that would make it sustainable for care providers to continue delivering care for the council and this is based purely on the facts in regards to the National Living Wage (NLW) increasing by 4.85% from April 2019 and September's Consumer Prices Index (CPI) rate which was 2.4%.

If the council does not award the provider the 4.2% uplift, then I see it putting a lot of providers at serious risk; due it not being financially viable.

Option1 ... I cannot highlight enough the dire state that the local care industry is in at present. On a personal note (as a local SME), I must highlight that we have had many experienced staff leave throughout the past year to other industries

Costs have soared in direct relation to the ever increasing bureaucracies/metrics that take away resources (and pay) from front line staff – obviously this increases management overheads exponentially. I am not against compliance and accountability but it does need to be proportionate to the funding given. In direct relation to this, we find there is a lack of trust and a steady movement away from any reasonable autonomy (which is an ongoing theme). What is needed is a rational and respectful relationship between all parties – a trusting interdependence and a common goal of care and empathy for the Service User, dictated by reasonable pay rates and a simple respect for front line staff. The fundamentals of support should, and need to be concentrated on – the quality of care cannot be quantified and qualified through paperwork exercises and excessive monitoring – it dehumanises and disillusions through its overbearing banalities and drives good people away from the industry.

Further to this, recruiting appropriate staff is at an all-time wretched low (as stated above) as far more people leave the industry than can be sourced. Again I must stress, this has been adversely cumulative over a number of years – which obviously drives costs up as we spend more and more heavily each month on advertising to an ever decreasing pool of competent staff.

Be certain, that if there was an easy exit (without too much disturbance to staff and service users) we would move away from this industry. We have spent thousands to set up this business (with all due diligence and correct practice) and week on week we struggle to survive through the underfunding of the basic unit price.

In relation to the above, we must question the moral and ethical dimension of such accumulative practice - and the unfair demands on a compassionate care service that is woefully under-funded.

We must not forget that our joint support to the most vulnerable in our community is a critical function in any civilised society. To halt the exodus of staff and to stop

good businesses leaving the sector – and, from this, give stability to local Care Companies and also bring good people back to the industry we need to have:

- 1) Competitive pay rates, in line with the UKHCA rationale (see below)
- 2) A much more, trusting understanding between the SCC, Social Worker, Provider and Support Workers.
- 3) A civilised flexibility - a movement away from bureaucracy, monitoring and pointless initiatives (created and enforced by people who have little or no idea of the problems faced on a day to day basis of a Care company)
- 4) An easy access (free) training programme for people coming into the industry.
- 5) Payment to companies for setting up new packages in line with its complexity to cover initial costs (as the SCC has funded over the Xmas period - i.e. money for management setup costs, shadow shifts etc)

At an increase of 5.75% we would make a small profit each month assuming that they continue to pay on commissioned hours and not actuals. At their proposed rate of 4.2% we would struggle to break even.

Having gone through the fees proposal, I have calculated our costs including the following legislation Increases that will come into force in April 19.

Legislation	2018	2019	Percentage Change
NLW	£7.83	£8.21	4.85%
Pension Contribution	2%	3%	1%

We have also noted that there is increased pressure for Training, not only in what subjects are essential for staff to be able to go into service but in the frequency that this training needs to be renewed.

Many certificates which were valid for 3 years now need to be renewed on an annual basis. To this end our training costs have increased by more than 214% over a 12 month period. The cost of training will increase again once the hourly rate for staff paid is increased following the NLW Change. A proportion of the training costs must be included in the calculation for the increase in fees. This is an increase of nearly 9.5% per month for staff that work in your area. We cannot be expected to absorb this cost in full.

I have also included in my calculations a proportion of our general expenses taking into account inflation rates, and a proportion of the wages for Admin staff who support the care workers.

In response to your proposal the two options of 2.4% and 2.06% are just not feasible, as a company we would not be able to absorb the additional increases in costs.

We would also be expecting a shortfall in income if we were to accept the increase of 4.2% as this does not even cover the increase in NLW regardless of the other additional costs involved. Whilst we can be expected to absorb some of the costs ourselves in order to break even we would need a minimum of 5.75% increase in homecare fees. This would be made up of the following:

NLW Increase of 4.85%	60%
Pension contribution increased by 1%	10%
Increased training costs and frequency	20%
Increased general expenses costs	10%

Therefore our response to the proposals is that none of the offers are acceptable and we would need as explained the minimum of 5.75% increase that we would also review annually. Without an increase in fees that enable the service to be sustainable we could need to question the continued provision of services as a provider.

Quotes from Supported Living Providers

We would be most supportive of Option 1. This option is most accurately broken down into percentage splits that represent the actual cost pressures on us as a provider. This is a similar calculation to how we calculate the fee increase request.

Option 2 is based on full CPI percentage value. This does not fully cover the increase to pay that we as a provider will face. It is noted in this option that care workers in Sheffield, on average, are paid 3% above NLW. We do, in some instances, take the decision to increase rates above the NLW rate due to either:

- Facing difficulty to recruit at NLW in that area - other providers may be advertising at higher rates and as such we have to make sure we are advertising at an attractive rate; or
- Experiencing staff retention issues – again, if other providers are advertising similar roles at higher pay grades, we find it difficult to retain staff when paying NLW;

The service supports individuals with extremely challenging and complex behaviour – staff in some services face extremely difficult situations on a day to day basis working in a sometimes dangerous and challenging environment. We feel it is essential to recognise this in their rate of pay. These members of staff generally have more training and experience in which a more competitive pay grade is warranted. As such we feel it is imperative to maintain the differentials in pay rates and award staff the equivalent percentage increase to minimise any recruitment and retention issues.

Similarly, Option 3 does not address the increase to staff pay rates fully and it would put further financial pressure on providers to maintain pay rates when they are not fully recovered by the Council.

I have included in my calculations a proportion of our general expenses taking into account inflation rates, and a proportion of the wages for Admin staff who support the care workers. In response to your proposal the two options of 2.4% and 2.06% are just not feasible, as a company we would not be able to absorb the additional increases in costs.

We would also be expecting a shortfall in income if we were to accept the increase of 4.2% as this does not even cover the increase in NLW regardless of the other additional costs involved. Whilst we can be expected to absorb some of the costs ourselves in order to break even we would need a minimum of 5.75% increase in homecare fees. This would be made up of the following:

- NLW Increase of 4.85% 60%
- Pension contribution increased by 1% 10%
- Increased training costs and frequency 20%
- Increased general expenses costs 10%

Therefore our response to the proposals is that none of the offers are acceptable and we would need as explained the minimum of 5.75% increase that we would also review annually. Without an increase in fees that enable the service to be sustainable we could need to question the continued provision of services as a provider.

In response to the proposed options, we would also like you to consider an increase of 5.9%

The National Living Wage increases costs by 4.9%. In addition, the Pensions auto enrolment increases by 1%, which does not appear to have been taken account of.

90% of all our costs are staff costs, and anything less than 5.9% means that we are moving backwards in relative terms and will soon be below the legal requirement.

67% of our total support costs in Sheffield relate to support workers. The National Living Wage is increasing by 4.7% on 1 April 2019 which alone will increase our hourly rate by 3.2%. In addition we face inflation in the form of higher auto-enrolment pension costs (a further 1%) and would also like to be in a position to make a pay award to our managers of 1% (1% lower than the public sector pay increase) in order that we can retain and recruit good quality management positions.

Overall therefore, we are seeking a minimum uplift of 4.3% to ensure that we are adequately funded in relation to inflationary cost pressures next year.

We have calculated the impact of the increase in our costs driven by the factors set out above. We have reviewed the services we provide to each commissioner individually to reflect the position in these services, rather than take an average view across all placements we provide nationally. We have calculated the required [Supported Living] fee increases as 4.5%



Author/Lead Officer of Report:
Greg Fell, Director of Public Health

Tel: 0114 2057462

Report of: *Executive Director of People Services Portfolio*

Report to: *The Leader and Cabinet*

Date of Decision: *20 March 2019*

Subject: *Joint Commissioning for Health and Social Care*

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 checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Health and Social Care</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Healthier Communities and Adult Social Care</i>		
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? <i>533</i>		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

Purpose of Report:

This Report updates the Leader on progress to date on delivering the Sheffield City Council and Sheffield Clinical Commissioning Group's (SCCG) integrated commissioning agenda and sets out a proposal for enhancing the governance arrangements. These enhanced arrangements are designed to ensure that commissioners have a truly joint approach to commissioning in a way that secures the transformational change that is required to realise our ambitions.

Shared commissioning arrangements and positive joint working have been in place for some time via the Better Care Fund (BCF) programme and the Mental Health risk share arrangement. The established joint commissioning commitments focus on integrating services to improve the experience of people, to remove duplication in services and to redesign our health and social care system to reduce reliance on hospital and long term care through commissioned models of care that promote

prevention and early intervention; models that seek to reduce health inequalities through care that recognises the need of local populations

The recent Care Quality Commission (CQC) Local System Review, and the CQC / OFSTED SEND inspection recognised that some good, preventative interventions are happening, but at neither scale nor pace and thus there is more to do to scale up our response in the community and primary care to keep people as well as possible and reduce the need for more acute services. This in turn will drive a different system and balance of investment across the system.

We have not yet achieved our stated goal of greater emphasis on prevention at all levels of complexity. The main purpose of the joint commissioning committee is to ensure we maintain a focus on a preventative model that aims to keep people living independent, healthy, active lives is what is required to sustainably reduce demand for hospital care and ensure that Sheffield remains a healthy and successful city.

Recommendations:

The Leader and Cabinet are recommended to:

- Note the progress made to date on joint commissioning and the proposals for future joint commissioning
- Endorse the objectives, principles and priorities for joint commissioning set out in this Report

The Leader is recommended to:

- Agree to the amendment of the existing Better Care Fund partnership arrangements under s75 NHS Act 2006 to establish a joint committee to:
 - take responsibility for the management of the partnership arrangements;
 - lead on shaping the development of joint health and care commissioning
 - provide advice and guidance on ways in which the partnership arrangements could be strengthened and developed and on appropriate engagement of all relevant stakeholders, this should include guidance on specific areas of service improvement.

Background Papers:

none

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: Liz Gough
		Legal: Gill Duckworth
		Equalities: Bashir Khan
<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:	Jayne Ludlam
3	Cabinet Member consulted:	Cllr Chris Peace, Cllr Jackie Drayton, Cllr Olivia Blake, Cllr Lewis Dagnall
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: Greg Fell	Job Title: Director of Public Health
	Date: <i>(Insert date)</i>	

1. PROPOSAL

1.1 What are the problems?

- 1.1.1 People in Sheffield are more likely to be admitted to hospital than in other cities. And are more likely to stay for longer than they need to. Even people whose main need is for social support to help with physical activities of daily living, assistance in relation to their wider lives (including housing, benefit advice, recreational activities etc.) or mild to moderate illness, often end up admitted to hospital when the community proves ill-equipped to meet their needs, particularly in emergencies. Once in hospital, our data tells us that people stay too long and we know Sheffield needs to improve around delayed transfers of care by better supporting the earliest possible discharge. Long stays leads to higher risk of functional decline for individuals, leave services overwhelmed and is financially unsustainable. In short, our current system shape means too many people need to go into hospital, and stays are too long. We need to do more to develop a joined up approach to prevention across the city.
- 1.1.2 This is also an inequalities issue. This problem is seen more frequently in deprived communities, where inequitable access to preventative, primary and community care services results in a higher rate of emergency hospital admissions.
- 1.1.3 Children and Young People with Special Educational needs are not achieving the outcomes that we would expect. We jointly face significant challenges outlined in the Ofsted/CQC local area inspection report published in January 2019. The report highlights commissioning as one of seven significant weaknesses; specifically the need to “remove variability and improve consistency in meeting the education, health and care needs of children with SEND”. The report also identifies strategic oversight of SEND at the CCG and multi-agency transition arrangements as significant weaknesses.

1.2 What is already in place?

1.2.1 How we work together to commission health and care services

- 1.2.1.1 Good work is already happening in Sheffield. We already work closely with colleagues in the Clinical Commissioning Group (CCG) to jointly plan and deliver a range of programmes to help people stay out of hospital and to support them to recover quickly if they do need to be admitted. These include People Keeping Well, Active Support and Recovery, Ongoing Care and Mental Health Programmes. In 2014 our joint Better Care Fund (BCF) Plan set out the following ambitions:
- Ensure service users have a seamless, integrated experience of care, recognising that separate commissioning can be a block to providers establishing integrated services.
 - Achieve greater efficiency in the delivery of care by removing duplication in current services.

- Be able to redesign the health and social care system, reducing reliance on hospital and long term care so that we can continue to provide the support people need within a reduced total budget for health and social care.
- 1.2.1.2 Our current pooled budget was set so that it includes all our current expenditure on four areas of citizen's need, focussing on those at risk of admission and those for whom there is the greatest opportunity for health outcomes improvement:
- People keeping well in their communities - incorporating GP care planning, focussed on preventing avoidable crises.
 - Independent living solutions - recognising the current joint commissioning arrangements for community equipment and the opportunities presented by the expiry of the current contract
 - Active Support and Recovery services (intermediate care) - to improve the range and efficiency of out of hospital step up and step down services, to reduce admissions to hospital and support reablement, reducing admissions to long term care.
 - Long term high support care - integrating our assessment, placement, quality management and contracting processes to ensure a shared focus on achieving the most effective care for people, and avoiding the unproductive cost shift between health and social care that has often characterised approaches to achieving savings as single organisations.
- 1.2.1.3 In addition, we included the NHS expenditure on non-surgical emergency admissions so that the savings released from that budget can enable us to invest in the above commissioning projects.
- 1.2.1.4 However, our joint commissioning of the BCF has not yet achieved its full ambition, with joint opportunities not being fully taken advantage of.
- 1.2.1.5 NHS partners and the Council have stated their shared intentions to develop services that support the move towards a more integrated health and social care system to improve outcomes for Sheffield people. This is reflected in Sheffield's Place Based Plan, known as Sharing Sheffield (previously Shaping Sheffield). This plan describes the need to work collaboratively across agencies to achieve the best possible outcomes for individuals, supporting people to keep well and helping people with increased support needs to live as independently as possible, as well as ensuring the long-term financial sustainability of the health and care system in Sheffield.
- 1.2.1.6 In 2017 the Sheffield Accountable Care Partnership (ACP) was established, to take forward the ambitions of the Sharing Sheffield plan. The ACP is a collaboration between Sheffield City Council, NHS Sheffield Clinical Commissioning Group, Sheffield Children's NHS Foundation Trust, Sheffield Teaching Hospitals NHS Foundation Trust, Sheffield Health and Social Care NHS Foundation Trust, Primary Care Sheffield Ltd and the voluntary and community sector).

1.2.1.7 The ACP vision is as follows:

“Improving the health and wellbeing of Sheffield’s residents through the promotion of a health and wellbeing culture in all we do and the development and delivery of a world class health and care system”

1.2.1.8 Sharing Sheffield will be refreshed for April 2019 following considerable consultation. Specifically the partners have outlined their intent to:

- Deliver tangible improvements in local health and wellbeing
- Tackle persistent health inequalities
- Ensure the sustainability of the Sheffield care economy
- Support a happy, motivated and high-performing workforce
- Improve public engagement and empowerment

1.2.2 Health and Care services – areas of priority focus for commissioning

1.2.2.1 There are three areas of proposed initial focus; frailty, those with special educational needs and mental health. Proposals for investment or service improvement are being developed in each of these three areas. These are directly linked to the CQC System Review (older people), the CQC / OFSTED inspection (SEND) and our existing joint commissioning for mental health. These proposals are not covered in this Report, but there will be wide consultation prior to any change being made. All proposals will be based on the broad principles set out below (1.3).

1.3 What are our plans?

1.3.1 Shared Vision for Joint Commissioning

1.3.1.1 Our shared aspiration is to improve health outcomes and inequalities for Sheffield people. To do this, we will strengthen the way that we jointly commission health and care between SCCG and the Council. Joint Commissioning will focus on:

- Whole system change
- Giving a single commissioner voice
- Single commissioner plan
- Ensuring new models of care deliver the outcomes required by the city
- Building on the existing Better Care Fund Section 75 NHS Act 2006 to drive forward change

1.3.1.2 This would be based on the following principles:

- A preventive model built into delivery at all levels of complexity
- Care closer to home or a home via neighbourhood, localities hubs
- Reduced health inequalities in Sheffield
- Person centred commissioning joined up with placement and brokerage
- Effective and efficient use of resources whilst assuring safe and

effective standards of service

- Collective management of risks and benefits
- A democratic voice at the forefront of commissioning.

1.3.1.3 Our objectives are to create:

- A single health and social care commissioning plan to create a shift of investment from acute services to preventative services
- An approach to a financial framework based on a capped risk-share budget
- A joint committee that has oversight of commissioning arrangements made up of Cabinet and CCG governing body members.

1.3.1.4 Within this, our priorities for 2019/2020 will be:

- To develop a service improvement framework for frailty and invest in preventative interventions within a risk sharing arrangement
- To develop a partnership approach to SEND, in the context of the Ofsted / CQC inspection and local required outcomes and resources; and
- To consolidate and build on our integrated mental health work.

1.3.1.5 The areas of scope listed above are based on immediate and pressing priorities, and are also well aligned with long term strategic goals. The scope is aligned around interventions and service flow, rather than organisational form and contractual models between organisations.

1.3.2 The new Joint Commissioning Committee and governance arrangements

1.3.2.1 It is recommended that a new joint committee will be created which will steer the development of a single approach to commissioning. It is proposed that the committee will be made up of 4 Cabinet Members and 4 members of the CCG Governing Body. It is hoped that the committee could be established by April.

1.3.2.2 It is envisaged that the committee will develop proposals for appropriate engagement of people/public, service providers and all relevant stakeholders and oversee a single health and social care commissioning strategy focused on the principles set out above. It is also envisaged that the committee will steer the development of new commissioning plans in the priority areas outlined above. It is anticipated that the work of the committee will be in sync with work being developed within the Accountable Care Partnership.

1.3.2.3 It is proposed that initially authority to make decisions regarding the partnership arrangements will continue to be reserved to the respective organisations. However, this could be reviewed in the future. Procurements will continue to be able to be undertaken jointly or led by one organisation or the other. The existing arrangements are based on good joint commissioning principles.

- 1.3.2.4 This proposal will enable us to respond more effectively to the challenges given to us by both the CQC system review and the CQC / OFSTED inspection. There is also a direct link to the Sheffield Health and Well Being Strategy and the aspirations set out in Sharing Sheffield.
- 1.3.2.5 The proposal will continue to build on our existing stated priorities and our joint commitments within the BCF. The intention is to add pace into areas where we know we need to make improvements and build on successful joint arrangements. The possibility of developing a single commissioning function at officer level, to complement the Cabinet / Governing Body level arrangements, around frailty and SEND will be explored. The model established in mental health may be the template for this.
- 1.3.2.6 The new committee will work with and complement existing arrangements such as the Health and Wellbeing Board and Accountable Care Partnership.
- 1.3.2.7 Further development of more integrated commissioning, potentially with provider organisations in a similar arrangement to mental health, can be considered as a future development, if this will lead to greater potential of more integrated commissioning to improve outcomes for people. An arrangement like this would ensure collective ownership of risks and opportunities with provider organisations. Any proposals of this kind will be subject to separate decision making.

1.3.3 Commissioning arrangements for Health and Social Care

- 1.3.3.1 It is likely NHS England, through the Long Term Plan will seek to significantly reshape NHS commissioning arrangements, this will change the way in which the CCG delivers its business. A Sheffield oriented joint committee will ensure there remains a significant place based orientation of commissioning of NHS and social care.
- 1.3.3.2 An updated shared commissioning plan will be developed, initially focussing on frailty but eventually moving to all age services including SEND, mental health and learning disability services. It is intended that the Better Care Fund s75 agreement will be updated to reflect this updated commissioning plan and that it will then come within the oversight of the new joint committee.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The proposals directly align with each of the current Health and Well Being outcomes for Sheffield set out below:
- Sheffield is a healthy and successful city
 - Health and wellbeing is improving
 - Health inequalities are reducing
 - People get the help and support they need and feel is right for them
 - The health and wellbeing system is innovative, affordable and provides

good value for money.

- 2.2 In addition the proposals align to the direction of travel in the following areas of the **'NHS Plan January 2019'**
1. 'We will **boost 'out-of-hospital' care**, and finally dissolve the historic divide between primary and community health services.
 2. The NHS with partners will **redesign and reduce pressure on emergency hospital services**.
 3. Improving **upstream prevention** of avoidable illness and its exacerbations. E.g. smoking cessation,
 4. Local NHS organisations will increasingly **focus on population health** and local partnerships with local authority-funded services, through new Integrated Care Systems (ICSs) everywhere.'

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There is no duty to consult arising from the proposal to establish a joint committee. Consultation on future proposals for new or revised services will be carried out on a case by case basis as appropriate and informal consultations have already been taking place with provider organisations, Healthwatch and others. HealthWatch are involved in both the ACP and the Health and Wellbeing Board and so will be consulted via those routes.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 The Equality impact assessment indicates that there will be a positive implication for Older People, People with Learning Disabilities and Long Term Conditions and Children and Young People with SEND.
- 4.1.2 For staff working in services that will be part of the joint commissioning plan it is expected that implications will be neutral.
- 4.1.3 We anticipate a targeted positive impact on those who are experiencing greater inequality in deprived areas.
- 4.1.4 Individual EIAs will be drafted for each new service commission arising from the joint commissioning plan.

4.2 Financial and Commercial Implications

- 4.2.1 The Council and NHS partners work together as a whole system to ensure that funding can serve Sheffield's population effectively This incorporates achieving the strategic shift to prevention that all partners see as the key change required to improve health and wellbeing as well as making the best use of available resources.
- 4.2.2 As outlined above the current health and social care system has a higher rate of admissions to hospital and individuals are having longer stays once there. This puts pressure on the system. Work in year has been to provide

better balance in the work on expediting discharge – acknowledging the admission prevention work has been not been adequately addressed across the system – and needs to do more to keep people as well as possible in their own communities and homes

- 4.2.3 This means that significantly greater cost is being incurred that previously envisaged by the Council on community arrangements to support discharge from hospital. Increasing demand is creating pressure on all organisations and it is acknowledged we need to address this. The budget book sets out the SCC financial pressures clearly. The broad approach to managing financial risk that will be established is of joint commissioning to minimise financial risk to all partners. In each of the three areas of focus the financial issues are different but the approach is to minimise risk, including across the provider sector as financial stability of providers is important to all parties. Individual schemes and broader programmes will be assessed for financial impact as is standard current practice.
- 4.2.4 Short term investment funding will be required to enable Council and NHS partners to redirect to focus on spending on prevention to ensure a sustainable health and social care system. Current local delivery plans show that social care will still require c.£10m funding from Council reserves to balance. The proposed financial risk share agreement that will underpin the integrated commissioning plan will enable the health and social care organisation to address the need for system wide change. .
- 4.2.5 As we consider the different interventions described at section(s) 1.3.3 there are several ways that these interventions could be paid for. These include:
- Using existing spending differently within the Sheffield health and care system;
 - Using one off money from within the Sheffield health and care system, for example, improved BCF (iBCF) money,
 - Seeking new, one-off money from beyond Sheffield (for example, from the Integrated Care System for South Yorkshire & Bassetlaw; from NHS England; or other funding bodies);
 - Seeking social investment arrangements, whereby money is raised to provide finance for interventions in the Sheffield health and care system and the organisations within it – and repaid if pre-agreed outcomes are delivered.
- 4.2.6 Some of the above financing methods (one-off monies and social investment) have the advantage of providing ‘*double-running*’ investment. This means, money that pays for new or different services in anticipation of subsequent reductions of demand which – in turn releasing spending to allow for sustainment of the new service model.
- 4.2.7 At this stage, and as more detailed and costed implementation and spending plans are being developed, we propose to keep all these options on the table.

4.2.8 We may seek to work with external organisations to help us develop these implementation plans, ideally at low or zero cost.

4.3 Legal Implications

4.3.1 S75 of the National Health Service Act 2006 and the NHS Bodies and Local Authorities Partnership Arrangements Regulations 2000 (as amended) set out the basis on which NHS bodies and local authorities can work together. Regulation 10(2) specifically provides that this may include establishment of a joint committee to take responsibility for the management of partnership arrangements including monitoring the arrangements and receiving reports and information on the operation of the arrangements.

4.4 Other Implications

4.4.1 There are no other implications arising directly out of the decisions recommended by this Report.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 **Do Nothing**

The Council is forecasting increasing funding pressures in the short-term and longer term forecasts predict a £61m funding gap by 2023 for SCC. Without social care, hospital discharge will suffer dramatically, beds will become unavailable for those who need them and NHS costs will rise. Business as usual is, therefore, not a realistic option, although it is important to recognise that it will be the default position unless we take action. The aim of developing joint risk sharing is to ensure there is a shared approach to risk and benefit sharing, recognising that doing nothing also carries financial risks, and these are set out below.

5.2 **SCC Delivers statutory responsibilities only**

A second option would be for SCC to focus solely on statutory responsibilities, removing discretionary support (such as STIT, People Keeping Well etc.) in order to address the immediate financial challenge. This would have dramatic effects on the people of Sheffield, leaving its most vulnerable residents unsupported. The impact on partner, NHS organisations would rapidly lead to financial failure and then inevitably, to very poor outcomes for individuals, which would include avoidable deaths. It would also lead to subsequent failure for SCC, as our budgets became more and more focused on dealing with more and more acute demand for services.

5.3 **Alternative Joint Commissioning Model**

The possibility of a model where one provider had responsibility for all provision was considered. However, it is not recommended that this option is actively considered at this time. The legal and structural changes that would be required to facilitate this model mean that progress would be much slower than with the proposed arrangements. In addition there is a risk that structural integration – where separate organisations merge to

form a new organisation – could become the main focus rather than better coordination and integration of services.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Learning from other authorities suggests that significant progress can be made against downstream outcomes, at the same time as having a measurable impact on overall budget positions, by adopting different approaches to governance, management models, commissioning arrangements and delivery priorities, focussing on early intervention and prevention, by taking an asset-based approach

- 6.2 The health and social care system in Sheffield must create a shift towards delivering better outcomes for people, via a more preventative approach that supports individuals to remain as well as possible within communities, and reduces the population need for acute care, with a particular emphasis on reducing inequalities in acute need. The recommended approach will provide the basis for this shift.



Author/Lead Officer of Report: Emma Beal

Tel: 0114 229 6138

Report of: Dawn Shaw

Report to: Cabinet

Date of Decision: 20 March 2019

Subject: Commissioning Adult Learning in Community Settings

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 checked="" type="checkbox"/>		
- Affects 2 or more Wards		<input checked="" type="checkbox"/>		
Which Cabinet Member Portfolio does this relate to? Cllr Jayne Dunn Which Scrutiny and Policy Development Committee does this relate to? <i>People</i>				
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? Ref number is: 285				
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:- “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).”				

Purpose of Report:

Lifelong Learning, Skills and Communities receive an annual grant from the Education Skills Funding Agency (ESFA). A proportion of this grant is used to commission adult learning provision from third sector providers to be delivered in their communities.

The current sub-contracts with suppliers for the delivery of the service terminate in July 2019. Therefore a further commission needs to take place to ensure continuity of service from this date. This will require a procurement to be undertaken in compliance with domestic and EU legislation.

Recommendations:

Delegate authority to the Executive Director People Services, in consultation with the Cabinet Member for Education and Skills, the Director of Finance and Commercial Services and the Director of Legal Services, to agree the procurement strategy and thereafter award contracts as required to meet the aims and objectives as set out in this report.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

Sheffield City Council (Further Education & Skills) Inspection Report June 2017
<https://reports.ofsted.gov.uk/provider/42/54349>

Further Education & Skills Inspection Handbook
<https://www.gov.uk/government/publications/further-education-and-skills-inspection-handbook>

Sheffield Ward Profiles
<https://www.sheffield.gov.uk/content/sheffield/home/your-city-council/ward-profiles.html>

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: Karen Hesketh
		Legal: Henry Watmough-Cownie
		Equalities: Bashir Khan
<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:	Jayne Ludlum
3	Cabinet Member consulted:	Jayne Dunn
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>Emma Beal</i>	Job Title: <i>Head of Service, Learning & Skills</i>
	Date: 30th January 2019	

1

PROPOSAL

(Explain the proposal, current position and need for change, including any evidence considered, and indicate whether this is something the Council is legally required to do, or whether it is something it is choosing to do)

- 1.1 Learning and Skills receive an annual grant from the Education Skills Funding agency (ESFA). A proportion of this grant is used to commission adult learning provision from third sector providers to be delivered in communities.
- 1.2 The Adult Education Budget (AEB) aims to engage adults and provide the skills and learning they need to equip them for work, an apprenticeship or other learning. It enables more flexible tailored programmes of learning to be made available, which may or may not require a qualification, to help eligible learners engage in learning, build confidence, and/or enhance their wellbeing.
- 1.3 The national AEB, administered by the ESFA, supports the following three statutory entitlements to full funding for eligible adult learners in respect of the following qualifications:
- English and maths, up to and including level 2, for individuals aged 19 and over, who have not previously attained a GCSE grade A* to C, or higher, and/or
 - first full qualification at level 2 for individuals aged 19 to 23, and/or
 - first full qualification at level 3 for individuals aged 19 to 23.
- 1.4 Key national priorities for utilisation of AEB funding are:
- Simplicity - a move towards increased flexibility for providers funded under the AEB block grant in order to respond to local need.
- Robust financial strategy –effective use of the public subsidy, that allows Pound Plus to be evidenced (the additional contribution above and beyond made by organisations and volunteers)
- Localisation – provision targeted on communities of need that inspires people to succeed and supports them to lead fulfilling lives.
- Upskilling – Local learning which is effective in responding to the priorities of local economies and can evidence progression pathways into learning and/or work.
- Digital skills – the acquisition of core digital skills for inclusion and digital making skills for a stronger economy.
- 1.5 Any provision subcontracted by the Sheffield City Council (SCC) under its AEB funding is in scope of Sheffield City Council (Further Education & Skills) Ofsted inspection. As part of this inspection framework, inspectors may inspect any provision carried out by subcontractors. It is therefore vital that any subcontracted provision can work within the requirements of the Common Inspection Framework and the Service Areas' Quality processes.
- 1.6 Sheffield's delivery is prioritised based on Local Area Partnership need. The proportion of resource allocated to a local area is based on an assessment of ward profiles in line with the national funding priorities. Our priorities by Local Area

Partnership are detailed in table 1:

1.6.1 Table 1

Local Area Partnership	Ward Profiles *	Local Adult Community Learning Priorities
Central	Broomhill and Sharrow	English as a Second Language (ESOL) which evidence progression
	City	Functional Skills - English and Maths
	Hillsborough	Programmes that lead to Employability
	Walkley	Functional Skills - Digital Skills - Information and Communication Technology
		Learning for Wellbeing and Health
East	Arbourthorne and Park	English as a Second Language (ESOL) which evidence progression
	Damall	Functional Skills - English and Maths
	Manor Castle	Programmes that lead to Employment
	Richmond	Functional Skills - Digital Skills - Information and Communication Technology
		Digital Skills to improve employability Learning for Wellbeing and Health Engagement Activities Family Learning - So Parents can help Childrens Attainment
North	East Ecclesfield	Functional Skills - English and Maths
	Stannington	Programmes that lead to Employability
	Stocksbridge and Upper Don	Learning for Wellbeing and Health
	West Ecclesfield	Functional Skills - Digital Skills - Information and Communication Technology
North East	Burngreave	English as a Second Language (ESOL) which evidence progression
	Firth Park	Functional Skills - English and Maths
	Shiregreen and Brightside	Programmes that lead to Employability
	Southey	Functional Skills - Digital Skills - Information and Communication Technology
		Learning for Wellbeing and Health Family Learning - So Parents can help Childrens Attainment
South	Beauchief and Greenhill	English as a Second Language (ESOL) which evidence progression
	Gleadless Valley	Functional Skills - English and Maths
	Graves Park	Programmes that lead to Employment
	Nether Edge	Functional Skills - Digital Skills - Information and Communication Technology
	Learning for Wellbeing and Health	
South East	Beighton	Functional Skills - English and Maths
	Birley	Programmes that lead to Employment
	Mosborough	Functional Skills - Digital Skills - Information and Communication Technology
	Woodhouse	Learning for Wellbeing and Health Engagement Activity Family Learning - So Parents can help Childrens Attainment
South West	Crookes and Crosspool	Functional Skills - Digital Skills - Information and Communication Technology
	Dore and Totley	Learning for Wellbeing and Health
	Ecclesall	ICT for the Digitally Excluded
	Fulwood	

1.6.2 AEB delivery includes a broad range of community based learning opportunities that bring together adults (often of different ages and backgrounds) and help them to pursue an interest, gain a new skill, become healthier or learn how to support their children's learning. The Service has a commissioning framework of local suppliers that deliver adult learning programmes in key community settings across Sheffield.

1.6.3 These programmes fall into 1 of 4 categories;

- English / Maths

- Digital
 - English for Speakers of Other Languages (ESOL)
 - Learning for Personal wellbeing and entry into Employment
- 1.6.4 Family Learning provides opportunities for parents/carers to find out how to help their children learn and develop. The service provides a route back into education for those adults who want to improve their own skills. The focus is on improving English, maths, digital skills and health and wellbeing for families across the city, concentrating on those in the areas of highest need.
- 1.7 The future commissioning arrangements for Adult and Community Learning are set to change as part of the Sheffield City Region Devolution deal. As part of the devolution deals, central government will transfer certain adult education functions from the Secretary of State for Education to the combined authorities. Through this transfer of functions, the combined authorities will take on responsibility for the AEB to make sure learners, aged 19 and over, eligible for funding from that budget, who reside in their areas, have appropriate education and training.
- 1.7.1 Subject to readiness Sheffield City Region will take on the new responsibilities in 2020 to 2021 academic year.
- 1.7.2 Officers met with SCR in late December 2018. At this point no further detailed plans for AEB devolution were available. SCR have confirmed they do not intend to make any changes to local commissioning in 2020-2021.
- 1.8 The sub-contracts with suppliers for the delivery of the service for the current academic year terminate in July 2019. Therefore a further commission needs to take place to ensure continuity of service from this date. This will require a procurement to be undertaken in compliance with domestic and EU legislation. The intention is to procure a pseudo-framework arrangement under the Light Touch Regime permitted by the Public Contract Regulations 2015. This will be of four years duration from August 2019 to July 2023. A network of suppliers will be procured on the basis of their capacity and capability to provide the required service and will be given the opportunity to bid thereafter for activity which will be commissioned via the network based on the learning needs of communities and the city as a whole. The pseudo-framework arrangement will permit new suppliers to join on a planned basis and activity to be commissioned as required during the duration of the pseudo-framework. The flexibility of the proposed arrangement seeks to anticipate and be able to respond to the changing learning needs of the city over time and the development of the supplier market.
- 1.8.1 Council officers will actively manage all sub-contracts put in place from the point of view of compliance with the terms of the contract, continuing capacity and capability to deliver the service, quality of the learning experience for clients taking advantage of the service and achievement of key performance indicators set
- 1.8.2 This report seeks the delegation of authority to the Executive Director, People Services, in consultation with the Cabinet Member for Education and Skills, the Director of Finance and Commercial Services and the Director of Legal Services, to

agree the procurement strategy and award contracts as required to deliver the outcomes required.

1.9

The current SCC total annual budget for AEB was £1,860,080 in 2018-19 . The current amount of this budget which was sub-contracted in 2018-19 was £780,000.

1.9.1

The decision whether to opt for sub-contracted provision or direct delivery using SCC resources is determined by the need which is to be addressed.

1.9.2 The flexibility of the framework proposed allows the volume for sub-contracted provision to be varied as required.

2. HOW DOES THIS DECISION CONTRIBUTE ?

(Explain how this proposal will contribute to the ambitions within the Corporate Plan and what it will mean for people who live, work, learn in or visit the City. For example, does it increase or reduce inequalities and is the decision inclusive?; does it have an impact on climate change?; does it improve the customer experience?; is there an economic impact?)

2.1 The Adult Education Budget aims to engage adults and provide the skills and learning they need to equip them for work, an apprenticeship or other learning. It enables more flexible tailored programmes of learning to be made available, which may or may not require a qualification, to help eligible learners engage in learning, build confidence, and/or enhance their wellbeing.

2.2 This delivery supports our vision to improve the life chances and opportunities of adults and their families in Sheffield by developing and delivering a high quality learning and support offer that:

- Improves qualifications, skills and employability – providing a skills escalator to move individuals closer to work.
- Addresses the needs and issues of particular groups – providing a vehicle for social inclusion.
- Supports families to learn with their children and for themselves.
- Delivers positive learning, progression and wellbeing outcomes for adult learners and vulnerable learners.
- Enhances health and wellbeing.
- Equips individuals with the skills, knowledge and behaviours to succeed in life and work
- Contributes to developing strong, cohesive and resilient communities.

2.3 Adult and Community Learning contributes to the following ambitions in the Corporate Plan:

- Tackling Inequalities
- Strengthening Community Cohesion
- Tackling Poverty
- Support for young adults and adults to access education, employment and training
- Help those who face obstacles to find lasting work, including young people, disabled people and those with mental health conditions

3. HAS THERE BEEN ANY CONSULTATION?

(Refer to the Consultation Principles and Involvement Guide. Indicate whether the Council is required to consult on the proposal, and provide details of any consultation activities undertaken and their outcomes.)

- 3.1 There is no official requirement to consult on this proposal.
- 3.2 The service is working with colleagues in Community Services and through the Local Area Partnerships (LAP) Chairs to ensure that provision commissioned is delivered in line with local priorities.
- 3.3 As the future of AEB commissioning is clarified this work will form part of the Neighbourhood review. Working through a Neighbourhoods approach the service will ensure that provision is designed, commissioned and delivered as part of a local strategic commissioning framework of which consultation will be a key aspect.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 The tender documents will be uploaded to YORTender, the web-based e-tendering portal used by all local authorities in the Yorkshire and Humber region as their route to market for procurement of goods and services. Any organisation can register free of charge on YORTender. All organisations which have indicated that they deliver relevant services on registration will be able to apply to be on the commissioning framework. All received tenders will be evaluated using the same criteria.

4.2 Financial and Commercial Implications

- 4.2.1 Any new delivery arrangements will comply with the terms and conditions of the grant funder, the Education and Skills Funding Agency.

4.3 Legal Implications

- 4.3.1 The Localism Act 2011 gives local authorities a 'general power of competence' which enables them to do anything an individual can do, so long as the proposed action is not specifically prohibited. Sheffield City Council can use this power to undertake the proposed procurement and deliver proposed educational and other services

The process of commissioning services from the third sector must be undertaken in accordance with the Sheffield City Council's Constitution (including Contract Standing Orders) and procurement rules. Service providers will therefore be required to enter formal written legal agreements in which the council will require delivery in accordance with Skills Funding Agency's grant terms.

The grant and project are intended to benefit some communities with protected characteristics. The Equality Act 2010 requires that when Sheffield City Council exercises its functions, the council must give due regard to advancing equality of opportunity between persons who share a relevant protected characteristic and those not sharing that characteristic. This work is consistent those duties.

Where the council delivers less than 97% of its allocation, it will be required to pay back unspent funds. The Education and Skills Funding Agency reserves the right to reduce or withdraw the allocation at any stage if, based on information from audit or

other processes, the Agency believes they are putting public funds at risk.

4.4 Other Implications

(Refer to the Executive decision making guidance and provide details of all relevant implications, e.g. HR, property, public health).

4.4.1 *None*

5. **ALTERNATIVE OPTIONS CONSIDERED**

(Outline any alternative options which were considered but rejected in the course of developing the proposal.)

- 5.1 The option of a waiver which would allow an extension of the current framework with existing suppliers was rejected by SCC Commercial Services on the grounds that this would place the Council in a position where it would not be compliant with procurement legislation and Contract Standing Orders. Therefore, the commissioning of new arrangements is required.

6. **REASONS FOR RECOMMENDATIONS**

(Explain why this is the preferred option and outline the intended outcomes.)

- 6.2 The duration of the pseudo-framework is intended to be four academic years from August 2019 to July 2023.

6.3 This option will give SCC the capacity and capability to meet the community based learning needs of the various localities of the city as established through consultation and research with maximum flexibility within the parameters of the allocated budget and the funding rules attached to the agreement with the Education and Skills Funding Agency.

6.4 The intended outcomes are as follows and are congruent with the national priorities for Adult Education Budget, those of the Council's own Corporate Plan and the vision of the Lifelong Learning service,

“.....to improve the life chances and opportunities of adults and their families in Sheffield by developing and delivering a high quality learning and support offer that:

- Improves qualifications, skills and employability – providing a skills escalator to move individuals closer to work.
- Addresses the needs and issues of particular groups – providing a vehicle for social inclusion.
- Supports families to learn with their children and for themselves.
- Delivers positive learning, progression and wellbeing outcomes for adult learners and vulnerable learners.
- Enhances health and wellbeing.

- Equips individuals with the skills, knowledge and behaviours to succeed in life and work
- Contributes to developing strong, cohesive and resilient communities

This page is intentionally left blank



Author/Lead Officer of Report:
Phil Holmes. Director of Adult Services

Tel: 273 6751

Report of: *Jayne Ludlam, People Executive Director*
Report to: *Cabinet*
Date of Decision: *20 March 2019*
Subject: *Adult Social Care 2018 Local Account*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000		<input type="checkbox"/>		
- Affects 2 or more Wards		<input type="checkbox"/>		
Which Cabinet Member Portfolio does this relate to? <i>People</i>				
Which Scrutiny and Policy Development Committee does this relate to? <i>Healthier Communities and Adult Social Care</i>				
Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

The local account explains how we help Sheffield people stay independent, safe and well. It explains our achievements, priorities and challenges, and our plans for the next year.

Recommendations:

To note the account, and approve publication.

Background Papers: None.

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: Ann Hardy
		Legal: Steve Eccleston
		Equalities: Ed Sexton
<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:	Jayne Ludlam
3	Cabinet Member consulted:	Councillors Peace and Drayton
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: Phil Holmes	Job Title: Director of Adult Services
	Date: 11 March 2019	

1 PROPOSAL

- 1.1 Sheffield's 2019 Local Account is a public document which provides an overview on Adult Social Care performance. It provides background information on the service, highlights activity over the last year, and what we plan in the year ahead.
- 1.2 Since 2011, local accounts have formed a key part of the TEASC (Towards Excellence in Adult Social Care) approach to sector led improvement in adult social care. Although not mandatory, local accounts are considered good practice and are produced by most local authorities.
- 1.3 The Local Account can provide a key mechanism for demonstrating accountability for performance and outcomes. It is an effective way to way to share information on performance with people who use services, and engage with them to get feedback on their experience.

2. CONSULTATION

- 2.1 Feedback from staff in adult social care identified a desire to see a public account that recognised the scale of the transformation the service has undergone (reorganisation, focus on prevention and well-being, first contact, locality working, new practice framework and a new IT case management system).

- 2.2 Feedback from service users and carers (including through the Service Improvement Forum) also showed considerable interest in hearing how the transformation was delivering improved services and outcomes for citizens. People recommended the Council produce a briefer report this year which was easier to understand, with less jargon, percentages and ratings, and which said in simple terms the work of the service to date, and plans for the future.

3. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality of Opportunity Implications

- 3.1 Many of the activities detailed in the local account report have undergone an Equality Impact Assessment (EIA) and planned activity will also be subject to EIA. As with previous reports, an Equality Impact Assessment (EIA) has not been undertaken on the report itself but feedback from service users has been used to make the report itself as accessible as possible.
- 3.2 An ebulletin will be issued this year to promote the account and provide a wide range of resources people can use to find out more information about the topics covered in the report. This will also provide an opportunity to track the particular topics of interest to staff, partners and independent care providers, and service users and carers, to improve the content of future accounts.
- 3.4 The Council has a duty under section 149 of the Equality Act 2010 (the public sector equality duty) in the exercise of its functions to have regard to the need to:
- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
 - b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
 - c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

This duty has been taken into account during consideration of the feedback received from service users, carers, and staff.

Financial and Commercial Implications

- 3.5 The report does not include a detailed breakdown of expenditure but does describe the amount spent providing adult social care services, and the number of adults that received an adult social care service.

- 3.6 The local account refers to the impact of reduced Government funding, continuing pressures from increases in demand, how we are supporting city-wide objectives (well-being and prevention, hospital admission and delayed discharge), and the forward acknowledges the work that has begun on an all-age disability strategy.
- 3.7 The Local Account has been produced using capacity in existing teams and there are no financial implications to its production.

Legal Implications

- 3.8 Whilst it is considered best practice to publish Local Accounts, the Council does not have statutory a duty to do so. The format and content of Local Accounts is not prescribed by legislation, and can therefore be determined at the local level.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 Sheffield was not legally required to produce a local account. However local accounts are considered good practice and are produced by many local authorities.
- 4.2 National guidance leaves the format and content to be determined locally. We have sought feedback on each account we have produced in order to continually improve the format and content.
- 4.3 This year we will support the account with an ebuletin to encourage people to read the report, and to provide further resources people can use to find out more about particular topics. This will also provide a way we can identify topics of particular interest.

5 RECOMMENDATIONS

- 5.1 Cabinet is asked to note the contents of the 2018 account, and approve publication.

Sheffield City Council

Making our Conversations Count

This report explains how we help people in Sheffield stay independent, safe and well. It explains our achievements, priorities and challenges in 2018, and our plans for the next year.

2018 Adult Social Care Local Account



welcome

This has been another challenging year for the Council, and the city.

As well as continuing Government cuts in funding, we have faced significant increases in demand for health and social care support, for adults and for children and young people.

Sheffield is now recognised as a leading city for the way in which organisations are working together to face these challenges.

For example, the Local Government Association recently shared details of our work to reduce the number of people remaining in hospital when they didn't need to be there with other councils, to help them to learn how to tackle issues of disjointed systems, processes and decision-making. You can read more about our work in this area so far, and our next steps, later in the account.

We think we now need to bring together all the services that support children, young people and adults with a disability, to make sure all our citizens can access all areas of the city and all parts of city life. We want everyone to be

independent and equal in society, and have choice and control over their own lives.

We know it's often the way services are organised that creates barriers for people, not a person's physical or mental impairment, illness or difficulty. And many times people face problems because of the way services are provided at key points in their lives, such as when they move from being a young person to an adult, and in later years as they become an older person.

So a key part of this work will be to make sure services are provided 'seamlessly', and help people as early as possible to grow and develop, and build a good life. As with all the different topics in this account you can get more information about this work from our Information Service (details on page 12).

***Councillor Christine Peace,
Cabinet Member for Health and Social Care
Councillor Jackie Drayton, Cabinet Member
for Children, Young People and Families
Health and Social Care, and all age disability***

What does ADULT SOCIAL CARE do?

Adult Social Care helps people over the age of 18 to get the care and support they need to remain independent, safe and well. This includes care and support for adults, older people, adults with a learning disability, adults with autism and adults with a mental health condition. We also provide support for carers and for families with a disabled young person (as part of their journey into adulthood).

'Care and support' is the help some people need to live as well as possible with any illness, disability or impairment they may have. It can include help with things like washing and dressing yourself, preparing and eating meals, getting out and about and keeping in touch with friends and family.

Social care affects the lives of many Sheffield citizens and their families. In the year 1 April 2017 to 31 March 2018:

- more than 11,000 adults received an adult social care service.
- we spent over £187 million pounds on providing adult social care services.

Adult Social Care works with many other organisations and services in the city, to:

- improve the health and wellbeing of all our citizens.
- help patients in hospital return home as quickly as possible.
- protect people from harm (also called safeguarding).

There's more detail about this work later.

For the 2018-2020 improvement plan the focus of our work will be:

- increasing independence and inclusion.
- increasing the shift to prevention.
- increasing adults able to live at home.
- developing a sustainable provider market.
- ensuring fairer charging.

Find out more



For a copy of our improvement plan contact our Information Service (details on page 12).

So... how did we do?

Every year we collect information about how many people we help, what services we provide, and how people feel about the support they get. We compare our performance to 14 other councils in the Yorkshire and Humber area, like Barnsley, Doncaster, Leeds and Rotherham.

You can download all of the details from NHS Digital (see below). Comparing our scores over the year April 2017 to March 2018, we:

- **supported more people in their own home**, so they didn't have to go into a care home. We know people prefer to stay independent in their own home for as long as possible, so we continue to work to help even more people stay in their community. The number of people moving to a care home each year in Sheffield is similar to that of other councils in the area, but we're working to reduce this further.
- **arranged home care services for many more people.** We know we provide home care for more people compared to most other

councils in the area, helping people to stay in their own home so they don't have to move into a care home.

- **helped more people with a learning disability find employment.** We know employment can make a huge difference to a person's health and well-being. While we have improved this year, we know there's a lot more we can do to help even more people into employment.

- **helped more people return home quickly after a stay in hospital.** We work closely with hospitals to make sure people can return home as soon as they are well enough.

This year the number of people who were well enough to return home, but remained in hospital, reduced from 24 each day, to 19 each day. While this is good progress we continue to focus on reducing this with our NHS partners.

You can read more about this work on page 10.

So... how did we do?

We continue to work to improve things where we compare poorly to other councils in the area, including:

- **the quality of home care services.** The Care Quality Commission inspects the quality of all the companies that provide home care services. While the quality of Sheffield services improved this year, we're committed to helping home care providers raise the quality of their services even further.

We're working closely with NHS Sheffield services to help home care companies improve their services. Similar work on improving the quality of local care homes has significantly increased the Care Quality Commission rating of care homes in Sheffield. We continue to work with local nursing homes to improve their services.

- **the time taken to assess people's needs, and arrange their support.** Our processes and the way our services worked needed to change to allow us to have better conversations at an earlier point in time.

As part of a major improvement programme we began last year, we've made significant changes in our working practices, and replaced our IT system.

We now have a specialist team that talks to new people asking for help for the first time, often providing advice and help immediately, without having to wait for an assessment.

We also have 7 teams that work in specific areas of the city. These new locality teams have detailed knowledge about community support in the local area, and can respond quickly to help people work out what matters to them about their life, what's working and what isn't. We call this new way of working 'Conversations Count'.

Find out more 

Read more about the impact of Conversations Count on page 8. To compare Sheffield's performance to other councils in the area visit NHS Digital: <https://digital.nhs.uk>.

Keeping
people safe

Adult Safeguarding Partnership

Lots of different organisations in Sheffield help to keep people safe, from the Police, the Council and the Fire Service, to small organisations like home care providers. Many of these organisations work together as part of the Sheffield Adult Safeguarding Partnership. The partnership makes sure these organisations work well together to prevent abuse and neglect (also called safeguarding), promote safety and wellbeing, and support people who have been abused. A Customer Forum makes sure local people (including those with a learning disability) are fully involved, including representation on the Executive Board.

This year we received 3,156 safeguarding concerns, 35% fewer than last year. Of these 973 we resolved quickly, with 2,183 needing further investigation before being resolved.

The partnership reviews their work every year, identifying new ways to further reduce abuse and neglect, and opportunities to improve practice across the city.

The four current priorities are:

- Prevent abuse and neglect of people at risk taking place - people at risk suffer less abuse and feel safe.
- Make safeguarding personal - people experiencing harm are supported to achieve the outcomes they want.
- Make sure safeguarding works well.
- Protect adults who have care and support needs from abuse and neglect.

The partnership website has advice for carers, plus advice and support to make your home safe (like escape plans and fitting smoke alarms). There's also advice about support across the city when you're out and about. The Safe Places scheme provides temporary safe refuges where adults who find themselves in difficult situations can get assistance.

Find out more 

For more information about the partnership contact our Information Service (details on page 12), or visit the partnership website: www.sheffieldasp.org.uk.

Better city-wide working together

There are many organisations in Sheffield all working to keep people healthy, independent, safe and well. How these organisations work together must improve if Sheffield is to meet the challenges and pressures on health and social care.

In March the Care Quality Commission looked at how Sheffield's NHS services and adult social care work together (or don't) to keep older people healthy and well. They found we hadn't got it right, but there was "a strong commitment to achieve the best outcomes for the people of Sheffield".

We have now begun to work in a radically new way with partners like the NHS Sheffield Clinical Commissioning Group, to find more ways we can support each other, and better deliver services that prevent people from becoming ill, needing hospital or needing support. We've agreed new rules that will make us work better together. We call this our Joint Commissioning Approach, and it's a significant commitment by all of us.

Through this approach we will make decisions together, agree joint aims, share our resources and funding, and share the risks and pressures on the city (like winter pressures, when many more people are admitted to hospital). A key focus of our work will make sure we can get support to people as early as possible, to prevent their illness, impairment or problems getting worse.

Through the approach we will make sure:

- people get health and social care support closer to home, without a stay in hospital.
- health and social care support is provided in a much more coordinated way, so people feel support is provided 'seamlessly'.
- we improve the lives of all our citizens. We know people living in some wards have poorer health and need greater support. We are committed to ending health inequality.

Find out more



For more information about our Joint Commissioning Approach please contact our Information Service (details on page 12).

Conversations Count

We've been changing the way we support people since 2017. Instead of a focus on forms and processes like assessments and reviews, we now:

- listen to people - what matters to them about their life, what's working and what isn't.
- recognise people's skills and strengths, and their experience in managing their support, their family and their whole life.
- focus on wellbeing, prevention and independence, to help the person build a good life.
- help people to get support from their community and neighbourhood. Often these are creative solutions that are far better than our traditional support services like home care and care homes.

- make sure support fixes the things that aren't working now, and helps people to plan for the future.

Many of our teams now work in this way, and we expect the whole service will have changed to this way of working in 2019.

As part of planning this change we've involved people and carers, to help us develop our approach and involve our local experts by experience. This includes regular briefings at Service Improvement Forums and the Learning Disability Partnership Board.

'Stories of difference'

These changes are making a real difference, for our staff and the people we support.

Staff tell us they feel free to listen to people, and to work together on building a good life.

People we support say it makes such a difference to be able to talk to a social care worker about their life, rather than answering questions as staff fill-in each box on a form.

Feedback

“ I’ve been able to work with Joy longer to get a better picture of her needs. ”

“ The freedom to talk more and write less really worked for Justin and his aunt. ”

“ I was able to focus on exploring activities for Violet instead of completing forms. I found many resources within the community, which I can offer to other people. ”

“ Family was anxious at first but relaxed as the conversation flowed. ”

“ I feel like I am important - my life is important. I didn’t expect that. ”

Carers and families tell us they feel much more included, respected and listened to.

People say they feel more in control of their own lives, with a plan they helped to create (rather than having support ‘done to them’).

We’re finding the support people need is often less than we would have provided previously, and more creative solutions often cost less for the person and the Council.

Conversations Count is making a difference to the lives of the people we support, for younger adults, people with a physical or learning disability and for older people. Here’s a quote on the difference our new approach is making:

“ I have had input from a wide range of professionals over the last few years, since my injury/illness, a few have been excellent in what they do, fewer still have really inspired my confidence and made me feel like I am in the presence of a caring friend (which is exactly what I need) and I count Jennifer amongst them. ”

Find out more



For more stories of difference, and websites and resources about this approach, please contact our Information Service (details on page 12).

Why not home, why not today?

Adult Social Care works closely with Sheffield NHS services to make sure patients can return home from hospital as soon as possible.

This is much better for the patient, and makes sure our hospitals can help as many people as possible.

While work with Sheffield Teaching Hospitals and the Clinical Commissioning Group in 2016/17 lead to significant improvements, we knew there was more we could do.

So we worked with a company that helps services improve (called Newton Europe) to find new ways to work better together. They looked at financial and performance data, read hundreds of patient stories, and talked to about 100 staff. They found we had some outstanding best practice, and a high desire to improve.

From this work we developed a new plan to reduce the amount we spend on high intensity and emergency care, to less costly, earlier

support, like services from your doctor and community services like district nursing. We also agreed changes so that NHS staff and Adult Social Care staff work together in new ‘multi-agency’ teams.

This has improved the way we support people to return home, and made sure care is arranged quickly to help the person recover at home.

A report on the changes we made in Sheffield was shared with other councils looking to improve (see links below).

Find out more

For a copy of the report Why not home, why not today visit: <https://reducedtoc.com>, or visit the Fab Stuff website: <https://fabnhsstuff.net>, or read the Local Government Association report from their website: www.lga.gov.uk.

For more detail about the work we’re doing to reduce hospital discharge in Sheffield contact our Information Service (details on page 12).

What do local people tell us?

Complaints

We deal with every complaint carefully. Most of the time we identify ways to improve things for the person, and improvements we can make to the way we provide our services.

We received 152 complaints about adult social care services in the year April 2017 to March 2018. This is 7 fewer than the previous year, and compares well to other councils in the area.

We regularly check how long it takes us to respond to complaints. Often we can respond quickly to sort out a minor problem, but it can take longer when a complaint is complicated.

This year on average we took 85 days to respond fully to adult social care complaints, 5 days longer than last year.

We're changing the way complaints are managed and working to speed-up the time to respond to complaints, so we can improve the time it takes in future.

Service User and Carer Surveys

We regularly contact people who get support from us (also called service users and carers) to ask them for their views. We use government advice on what questions to ask, how to contact people and so on. Most councils in England also take part in these surveys.

This year service users told us:

- 6 out of 10 people are satisfied with the support they get. This is better than last year, but we know there's more we can do to increase this.

Similarly, we're looking at how we can improve people's views about:

- their quality of life
- how safe they feel
- how much control they have over their daily life.

Find out more



For a copy of our complaints report for this year, contact our Information Service (details on page 12), or visit the council website: www.sheffield.gov.uk/tellus.

For many of the sections in this account we have told you how you can get more information, either from our website or by contacting our information service:

- telephone: (0114) 273 4119.
- email: information@sheffield.gov.uk.
- in writing: Information Service.
Sheffield City Council People Portfolio.
Floor 9 East, Moorfoot building,
Cumberland Street, The Moor, Sheffield S1 4PL.

We've also produced an email that gives more information and sources of data for many of the topics in this account. To receive this email please email: information@sheffield.gov.uk.

If you have any questions or comments about this report please get in touch. You can also contact us with ideas on how we can improve the report, or what you would like to read about next year.

Sheffield City Council. Adult Social Care Services. 2018 Local Account.

This document can be supplied in alternative formats. Please contact (0114) 273 4119.



Author/Lead Officer of Report: Paul Dempsey
 Assistant Director Provider Services
Tel: 0114 2734982

Report of: *Jayne Ludlam*
Report to: *Cabinet*
Date of Decision: *20th March 2019*
Subject: *Fostering Business Case*

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 checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Cllr Drayton</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Children, Young People and Family Support Scrutiny and Policy Development Committee</i>		
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? <i>119</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:-		
<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>		

Purpose of Report:

This report seeks to gain cabinet endorsement and approval to proceed with the improvements and investment identified within the Fostering Business Case and outlined in this report, supporting the Children and Families Placement Sufficiency Strategy.

Recommendations:

Cabinet is recommended to endorse the proposals of the Fostering Business Case.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

**Sufficiency assessment and placement strategy 2017/20
Corporate Parenting Strategy 2018/20**

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>Andy Bray</i>
		Legal: <i>Nadine Wynter</i>
		Equalities: <i>Bashir Khan</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>Jayne Ludlam</i>
3	Cabinet Member consulted:	<i>Cllr Drayton</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>Paul Dempsey</i>	Job Title: <i>Assistant Director Provider Services</i>
	Date: 11.2.19	

1. PROPOSAL

1.1 Background

1.1.1 All local authorities have a duty under Section 22G of the Children Act 1989 to provide sufficient local accommodation for looked after children. This section requires local authorities to take steps that secure, so far as reasonably practicable, sufficient accommodation within the authority's area which meets the needs of children that the local authority are looking after, and whose circumstances are such that it would be consistent with their welfare for them to be provided with accommodation that is in the local authority's area and is known as 'the sufficiency duty'.

1.1.2 The Council has a Sufficiency Strategy, 2017/2020, that cites increasing the number of in-house foster carers as a key strategic action. As part of the Sufficiency Strategy' the local authority is aiming to accommodate the vast majority of looked after children in local, family based placements that are high in quality and cost effective. Expanding the in house foster care service is essential to meet this aim.

1.1.3 There is currently a significant shortage of foster carers in Sheffield and the numbers have been decreasing rather than increasing. The number of Sheffield City Council foster carers reduced from 307 in 2014 to 247 at the end of 2017/18. (This shortage is also reflected nationally, with the Fostering Network estimating that there is a national shortage of some 7,600 foster families.)

1.1.4 The market to recruit foster carers is competitive and we know from local research that the financial offer to our foster carers is not competitive with other local authorities in South Yorkshire or local independent fostering agencies. The following details the average payment per child per week to foster carers in the four South Yorkshire local authorities and independent fostering agencies:

Sheffield - £324

Doncaster - £358 (+10%)

Barnsley - £359 (+10%)

Rotherham - £385 (+19%)

Independent Fostering Agencies - £450 (+23%)

1.1.5 The population of Children Looked After has increased in Sheffield from 589 in May 2017 to 619 in December 2018. An insufficient number and range of in-house foster carers means that the Council has to place children in independent fostering agency placements that are always more expensive and very often out of city, or in residential placements that are sometimes not in line with the child's needs to be in a family, are sometimes out of city, and always high cost.

- 1.1.6 The Council needs to increase the number of foster carers to provide high quality local family placements for looked after children. This is the key driver for the presentation of this report. The Council and its partners are corporate parents to our children in care. We have a responsibility to provide the best care that we can. Local, high quality foster care placements are absolutely essential for improving all outcomes for children in care and can have a huge impact in transforming children's lives.
- 1.1.7 An insufficient number and range of foster carers both internally and within the market is hampering our ability to place older young people in family placements. The percentage of our looked after children population placed in residential care is currently 13%. This is relatively high. If we were to reduce this to 10%, closer to national average, on current numbers we would be providing 19 more family based placements for children instead of residential.
- 1.1.8 As outlined above, the driver for this report and, our ambition to create more foster carer placements, is the significant positive impact it will have on children's lives. A consequence of delivering this will be a more cost effective service, one that costs less and delivers more.
- 1.1.9 The Service has set a target for recruitment 2019/2020 to recruit 40 additional foster carers and a retention target to see fewer than 20 carers leave/resign or retire from the service.

1.2 **Proposal**

The strategy to achieve sufficient capacity in the Fostering Service consists of several strands. These proposals are intended to support not just the recruitment of new foster carers but also the retention of our existing carers. These strands are detailed here from 1.2.1 to 1.2.10, as follows:

- 1.2.1 We propose the approval and implementation of a new and improved allowance and fees payment scheme for all foster carers.
- 1.2.1.1 Currently foster carers receive a weekly core allowance to cover the cost of caring for the child, plus a fee as remuneration for their hard work and in recognition of their skills and experience. In Sheffield the core fostering allowance is set at National Minimum Allowance, a rate set by the Government. In addition carers receive a skill level payment against a 3 level scheme. See details below in 1.2.1.3.

The new proposals include the following changes: -

- 1.2.1.2
- Enhanced skill level payments to all carers
 - The introduction of increased fees at level 1, which is entry level for almost all new foster carers, this will support more people to be able to afford to foster, in that it is more likely to enable them to reduce or give up paid work to take on fostering.

- Removal of the current system of reduction of skill level payment when a carer looks after more than one CLA. Meaning there is no reduction in fee payment for a second or third child in placement. This will enable and encourage carers to foster more than one child and be beneficial in providing more capacity for keeping sibling groups together. Currently only around 5% of our carers look after 3 children or young people.
- Introduce differentials related to the age of children fostered in levels 1 and 2. This is because we want to target investment at areas of greater need – i.e. placements for older children,
- In addition to the increase in fees, the service will have to increase the fostering allowance for 2019/20 in order to comply with the increase applied to the National Minimum Fostering Allowance. On average across the different age groups the increase will be approximately 2% per child per week.

The proposed payment scheme is as follows:

1.2.1.3

Current Weekly Core Rate		Weekly Allowance
Age		
0 to 4		£130.00
5 to 10		£143.00
11 to 15		£164.00
16+		£191.00

All fees are per week					
Current Skill Level Fees			Proposed Fees		
	No of Children	All Ages	Age 0-4	Age 5-7	Age 8+
Level 1	1	£85.00	£125	£150	£185
	2	£155.00	£250	£300	£370
	3	£225.00	£375	£450	£555
	4	£295.00	£500	£600	£740
Level 2	1	£185.00	£190	£190	£200
	2	£270.00	£380	£380	£400
	3	£355.00	£570	£570	£600
	4	£440.00	£760	£760	£800
Level 3	1	£200.00	£210	£210	£210
	2	£350.00	£420	£420	£420
	3	£500.00	£630	£630	£630
	4	£650.00	£840	£840	£840

- 1.2.2 We will continue the provision of psychologist within the Fostering Service. This role has enhanced the understanding of our foster carers and fostering staff about trauma, attachment and loss. Work is ongoing now to offer training and development opportunities to social workers across the service
- 1.2.3 We aim to establish a pilot scheme to use speech and language therapy screening for looked after children within the Fostering Service.
- 1.2.4 We propose to roll out of Secure Base training to foster carers and staff and aim to train 100 carers in 12 months following commencement
- 1.2.5 We will continue the role of 'contact and liaison officer' in the Fostering Service. This is a role that has been well received by our foster carers, they appreciate the additional contact and support that this role provides.
- 1.2.6 We will implement a new enhanced specialist foster carer scheme linked to project aspire hub. Carers will be provided with an enhanced wraparound support package and in return will:
- foster young people moving on from residential care or young people who otherwise would have been in residential care were it not for this scheme
 - undertake shifts as residential childcare workers in the aspire hub
 - foster children with disabilities
 - foster adolescents placed in retained emergency out of hours care
 - foster adolescents on remand
- 1.2.7 We propose to run events including annual foster carer celebration dinner and awards evening
- 1.2.8 We will engage the market to ensure the offer from independent fostering providers better meets our needs.
- 1.2.9 We will recruit an additional assessing social worker to support increased recruitment
- 1.2.10 We aim to continue to provide additional 0.5 panel advisor increasing capacity to deal with the additional fostering panels required to approve more foster carers.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 Research shows that while financial reward is not the only driver in individuals deciding to become foster carers there is some evidence that carers choose to stay or leave fostering using a form of equity theory, where they compare their reward with that of others in similar situations. (Rodger et al, 2006). A recent report by the Fostering Network suggests that fewer than 1 in 10 Foster Carers are paid above the National Minimum Wage. Enhancing the financial offer to carers hopes to help redress this balance and ensure that carers are rewarded appropriately for the role that they do.
- 2.2 As previously stated all local authorities have a duty under Section 22G of the Children Act 1989 to provide sufficient local accommodation for looked after children. This is the “General duty of local authorities to secure sufficient accommodation for looked after children” and is known as the ‘sufficiency duty’. The Council has a Sufficiency Strategy, 2017/2020, that cites increasing the number of in-house foster carers as a key strategic action.
- 2.3 As part of the Sufficiency Strategy’ the local authority is aiming to accommodate the vast majority of looked after children in local, family based placements that are high in quality and cost effective. Expanding the in house foster care service is essential to meet this aim.
- 2.4 To contribute to the priorities identified in the Corporate Parenting Strategy for Looked After Children and Care Leavers
- 2.4.1 Sheffield’s Corporate Parenting Strategy for Looked After Children and Care Leavers 2017/2020 has identified 7 ‘priorities’. Success on this project will make a significant contribution to all 7 priorities, but most particularly for ‘Priority 5, ensuring there are enough high quality and stable arrangements for all our children and young people in care and care leavers’. Key actions identified within Priority 5 include:
- ‘Developing robust recruitment programmes for in house fostering, increasing capacity in line with needs identified in sufficiency plan; enabling a net growth of carers, increasing placement choice, improving placement matching and therefore increasing stability and outcomes’
 - ‘Developing a range of schemes within the Fostering Service to provide specific support to identified children within specific need criteria’
- 2.5 To improve outcomes for looked after children and non-looked after children
- 2.5.1 Research tells us the children do best when they are placed in family based placements. Provision of more foster families in city will support us to improve outcomes for children and young people in education, health and wellbeing, placement stability, and readiness for independence.

- 2.6 Increase the number and percentage of young people placed in foster care (as opposed to residential care) and in in city placements(as opposed to out of city) in line with best practice and children's best interests – and as a result reduce spend on unnecessary high cost placements.
- 2.6 To contribute to the Strengthening Families change programme to achieve costs efficiencies between 2018 and 2022.
- 2.6.1 The budget strategy to reduce placement spending from £30m to 26m over 2018/19. This is not the key driver for the initiatives in this paper. The key driver is the Council's responsibility as corporate parent to provide the best care for our looked after children. The sufficiency strategy is informed by the principle that the best care for the vast majority of children looked after is high quality, local, family based foster placements.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 A selection of Foster carers have been informally consulted though foster carers forum and their feedback has been positive about the proposed changes and the continuation of changes already made.
- 3.2 In May/June 2018 a selection of foster carers were interviewed to inform service developments.

Themes of these interviews included the following:

- Support
- Reward and recognition
- Payments/Salary
- Training

- 3.3 These are all the areas we are aiming to address through the proposals outlined in this report.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

- 4.1.1 Decisions need to take into account the requirements of the Public Sector Equality Duty contained in Section 149 of the Equality Act 2010. This is the duty to have due regard to the need to:

- eliminate discrimination, harassment, victimisation and any other

conduct that is prohibited by or under the Act

- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The Equality Act 2010 identifies the following groups as a protected characteristic: age; disability; gender reassignment; marriage and civil partnership; pregnancy and maternity; race; religion or belief; sex and sexual orientation.

An Equality Impact Assessment has been carried out and highlights that Foster Carers will be better supported and therefore better equipped to support the young people in their care which will contribute to improved longer term outcomes for the young people.

There has been ongoing refreshed marketing to encourage applications from a diverse range of foster carers, however we recognise that there is a limited number of individuals interested in becoming Foster Carers, this is ongoing work and we will continue to attend community events to address this.

4.2 Financial and Commercial Implications

4.2.1 The table below demonstrates the additional costs which would result from these proposals.

	Full year cost
Psychology Service	£67,500
Assessing Social worker	£47,337
Panel Advisor	£27,853
Cost of enhancing Payments	£818,914
Contact & Liaison Officer	£25,396
Increase retention budget	£10,000
Speech & Language therapist	£20,000
Total	£1,017,000

The cost shown for enhancing payments is based on the existing cohort of in house foster carers plus a small number of carers on the enhanced specialist foster carer scheme. These new costs require additional funding. As a result, this £1,017,000 has been reflected as a budget pressure in the 2019/20 business planning process.

The present strengthening families change programme assumes this proposal will result in an increased number of in house foster carers which will help deliver the existing £1m savings target on the placement budget in each financial year from 2019/20 to 2022/23.

There are no commercial implications.

4.3 Legal Implications

4.3.1 The legal implications are set out in the body of the report. There are no other immediate legal implications.

4.4 Other Implications

4.4.1 There are no further implications.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The service has considered and consulted with foster carers about what improvements to the service and the 'offer' to carers would make Sheffield a more attractive agency to foster for. We know that we are in a competitive market for foster carers and that there are very many independent fostering agencies in Sheffield and the region which work hard to recruit the limited number of people who are interested and have the qualities to be good foster carers. We have reasoned that the significant investment detailed in this report is essential to ensure Sheffield's Fostering Service is competitive with other local fostering services and in an improved position to recruit the additional foster carers needed to care for Sheffield's Children Looked After. We consider that to not invest in our service in such a way would leave the service uncompetitive and without the potential for the required growth in carer numbers.

6. REASONS FOR RECOMMENDATIONS

6.1 Supporting the recommendations in this report will ensure that the local authority is able to meet their Statutory Duty to provide sufficient placements for children looked after. It will also support the local authority to deliver on the ambitions for children looked after laid out in the Corporate Parenting Strategy 2018/20.



Author/Lead Officer of Report:
Damian Watkinson,
Finance Manager

Tel: 0114 273 6831

Report of: *Eugene Walker*

Report to: *Cabinet*

Date of Decision: *20th March 2019*

Subject: *Capital Approvals for Month 10 2018/19*

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 checked="" type="checkbox"/>		
- Affects 2 or more Wards		<input checked="" type="checkbox"/>		

Which Cabinet Member Portfolio does this relate to? ***Finance and Resources***

Which Scrutiny and Policy Development Committee does this relate to?
Overview and Scrutiny Management Committee

Has an Equality Impact Assessment (EIA) been undertaken? Yes No

If YES, what EIA reference number has it been given? *(Insert reference number)*

Does the report contain confidential or exempt information? Yes No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

Purpose of Report:

This report provides details of proposed changes to the Capital Programme as brought forward in Month 10 2018/19.

Recommendations:

- Approve the proposed additions and variations to the Capital Programme listed in Appendix 1, including the procurement strategies and delegate authority to the Director of Finance and Commercial Services or nominated Officer, as appropriate, to award the necessary contract
- Subject to acceptance of funding from the Environment Agency in accordance with the recommendation below in relation to Appendix 2a, approve the proposed addition to the Capital Programme listed in Appendix 1a, including the procurement strategies and delegate authority to the Director of Finance and Commercial Services or nominated Officer, as appropriate, to award the necessary contract
- Approve the acceptance of accountable body status of the grant funding detailed at Appendix 2
- Approve the acceptance of accountable body status of the grant funding detailed at Appendix 2a subject to the grants being offered in line with the terms as described.
In the event that that grant terms vary significantly from those outlined delegate authority to the Head of Commercial and Business Development in consultation with the Director of Legal and Governance to negotiate acceptable terms.

Background Papers:

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications	Finance: <i>Tim Hardie</i>

	indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Legal: <i>Sarah Bennett</i>
		Equalities: No
	<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>Eugene Walker</i>
3	Cabinet Member consulted:	<i>Councillor Olivia Blake Cabinet member for Finance and Resources</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>Damian Watkinson</i>	Job Title: <i>Finance Manager Business Partner Capital</i>
	Date: 04/03/19	

MONTH 10 2018/19 CAPITAL APPROVALS

1. SUMMARY

1.1 A number of schemes have been submitted for approval in line with the Council's capital approval process during the Month 10 reporting cycle. This report requests the relevant approvals and delegations to allow these schemes to progress.

1.2 Below is a summary of the number and total value of schemes in each approval category:

- 6 additions of specific projects to the capital programme creating a net increase of £10.7m;
- 6 variations creating a net increase of £0.5m;

1.3 Further details of the schemes listed above can be found in Appendix 1 and 1a.

2. WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE

2.1 The proposed changes to the Capital programme will improve the recreational leisure facilities, schools, roads and homes used by the people of Sheffield, and improve the infrastructure of the city council to deliver those services.

3. BACKGROUND

This report is part of the monthly reporting procedure to Members on proposed changes to the Council's capital programme.

4. OUTCOME AND SUSTAINABILITY

- 4.1 By delivering these schemes the Council seeks to improve the quality of life for the people of Sheffield.

5. OTHER IMPLICATIONS

5.1 Finance Implications

The primary purpose of this report is to provide Members with information on the proposed changes to the City Council's Capital Programme further details on each scheme are included in Appendix 1 & 1a in relation to schemes to be delivered, Appendix 2 and 2a in relation to grants to be accepted.

5.2 Procurement and Contract Award Implications

This report will commit the Council to a series of future contracts. The procurement strategy for each project is set out in Appendix 1 and 1a. The award of the subsequent contracts will be delegated to the Director of Financial and Commercial Services.

5.3 Legal Implications

Any specific legal implications in this report are set out in Appendix 1, Appendix 2 and 2a in relation to grants to be accepted.

5.4 Human Resource Implications

There are no direct Human Resource implications for the Council.

5.5 Property Implications

Any specific property implications from the proposals in this report are set out at Appendix 1 & 1a.

6. ALTERNATIVE OPTIONS CONSIDERED

- 6.1 A number of alternative courses of action are considered as part of the process undertaken by Officers before decisions are recommended to Members. The recommendations made to Members represent what Officers believe to be the best options available to the Council, in line with Council priorities, given the constraints on funding and the use to which funding is put within the Revenue Budget and the Capital Programme.

7. REASONS FOR RECOMMENDATIONS

- 7.1 The proposed changes to the Capital programme will improve the services to the people of Sheffield
- 7.2 To formally record changes to the Capital Programme and gain Member approval for changes in line with Financial Regulations and to reset the capital programme in line with latest information.
- 7.3 Obtain the relevant delegations to allow projects to proceed.

Finance & Commercial Services | Commercial Business Development

February 2019

This page is intentionally left blank

Scheme name		Value £'000
A	Economic growth	
	New additions	
	See Appendix 1a	
	Variations and reasons for change	
	None	
B	Transport	
Page 129	New additions	
	None	
	Variations and reasons for change	
	<p>Herries Road Crossing</p> <p>Scheme description</p> <p>This project is an element of the Council’s overall objective of increasing active travel, focusing on minor adaptations to improve accessibility and road safety of pedestrians.</p> <p>What has changed?</p> <p>Following the approval and completion of a feasibility study; works / improvements have been recommended on the following locations providing safer crossing points across busy roads improving access to a local school, bus stops and community hub:-</p> <p>A Pedestrian refuge on Herries Road</p> <p>Enhancements to existing crossing points at Shiregreen Road and Moonshine Lane (carriageway narrowing / build out)</p> <p>Detail design works and will be undertaken in 2019-20 and the estimated cost of the scheme is £99k. The scheme will be fully funded from Local Transport Plan funding.</p>	+99

	Variation type: - <ul style="list-style-type: none"> [budget increase] 		
	Funding	Local Transport Plan 2019-20	
	Procurement	Detailed design and construction by way of direct award to Amey Hallam Highways Ltd under Schedule 7 of the Streets Ahead PFI contract using the competitively tendered non-core rates set out within the contract.	
Page 130	<p>Clarkehouse Road (Broomhall pedestrian and cycling scheme)</p> <p>Scheme description</p> <p>The Council has a corporate objective of increasing active travel as part of its overall transport strategy designed to improve travel choice and tackle congestion.</p> <p>This individual project forms part of this strategy and is proposed to:-</p> <ul style="list-style-type: none"> Remove the peak hour waiting restrictions on Clarkehouse Road between Glossop Road and Brocco Bank Remove the uncontrolled parking area between Park Lane and Broomgrove Crescent Introduce double yellow lines on both sides of Clarkehouse Road for its whole length Retain the existing peak hour loading restriction Provide some pay by phone parking spaces on College Street under an experimental traffic regulation order <p>What has changed?</p> <p>Following feasibility and design; the project is ready to progress to deliver the above outputs at a full cost of £62k, as a result, £42k additional Local Transport Plan funding will be added to the project (£39k 2018-19 and £3k 2019-20).</p> <p>Variation type: -</p> <ul style="list-style-type: none"> [budget increase] 		+42
	Funding	Local Transport Plan	
	Procurement	Detailed design and construction by way of direct award to Amey Hallam Highways Ltd under Schedule 7 of the Streets Ahead PFI contract using the competitively tendered non-core rates set out within the contract.	
C	Quality of life		

	New additions	
	None	
	Variations and reasons for change	
	None	
D	Green and open spaces	
	New additions	
Page 131	<p>Lowfield Kick Wall</p> <p>Why do we need the project? Lowfield Park was transformed into a much valued outdoor recreation and football hub in 2013. The site includes a 3G football pitch, running track, playground, outdoor gym equipment and the Umix Centre. The Centre has on-site changing room facilities as well as providing a range of services to support young people from the Sharrow communities.</p> <p>Sheffield City Council was invited by the FA and Sport England to apply for funding towards the procurement and installation costs of an interactive football wall. To continue the development of Lowfield Park as a well-used and loved outdoor recreational facility (with a focus on football) it is important that facilities continue to develop. Providing increased recreational opportunities encourages users to continue their activities for longer periods and encourages new users to the park.</p> <p><i>Why do we need to address it now?</i></p> <ul style="list-style-type: none"> • To deliver the funding opportunity provided by the Sport England grant award • To support improved outdoor recreation facilities that encourage improved health and wellbeing of local communities <p><i>Implications of not addressing it now:</i></p> <ul style="list-style-type: none"> • The Sport England grant funding award will not be utilised, missing out on an inward investment • Opportunity to match the small amount of open space S106 available to Lowfield Park will be missed, which equates to substantial added value • Opportunity to provide a state of the art outdoor recreational facility for local people and therefore achieving the local authority's city-wide strategy to improve access to sport, health and well-being and the FA's national strategies aimed at improving access to year-round, high quality footballing facilities will be missed <p>How are we going to achieve it? The aim is to deliver the project in the Spring and early Summer 2019, using a specialised contractor appointed via 3 quotes. Key works will include the delivery of an interactive kick wall, and associated fencing and surfacing.</p>	+46.5

The power supply needed for the kick-wall electronics has already been put in as part of the Pro-fit project for the regeneration of the whole site; therefore this site offers a significant cost effective solution.

What are the benefits?

Objectives:

- Creation of an interactive kick wall in Lowfield Park – a show case attractor recreational facility
- Support outdoor sports improvements and opportunities for skills development
- Further improve the overall quality of the green space

Outputs:

Installation of one Interactive kick wall and associated fencing and surfacing

Benefits:

- Health & wellbeing improvements for local communities through establishment of the new facility in the Park that encourages people to be active
- The facility aims to encourage team activities and games that require ‘team working’ therefore creating community cohesion
- The facility provides instant feedback on football shot accuracy, which encourages football skills improvements.
- Improved quality of Lowfield Park, which will encourage greater use of the site

When will the project be completed?

July 2019

Costs:

Prelims	£1.1K
Wall	£30.0K
Fencing	£4.5K
Surfacing	£10.9K
TOTAL	£46.5K

Funding Source	Sport England S106	Amount	£42.5K £4K	Status	Grant Awarded S106 available	Approved	See Appendix 2 Yes, by ED Place
Procurement	(i) Supply and installation of the interactive kick walls sourced by competitive quotations (ii) Supply and installation of fencing by competitive quotations (iii) Resurfacing by direct call-off from the corporate non-highways resurfacing measured term or in-house delivery						

<p>Page 133</p>	<p>Cookson Park Improvements</p> <p>Why do we need the project? Cookson Park, located in the Southey Ward, is a site which has suffered from vandalism combined with a lack of further investment to remedy site issues. Investment in infrastructure and facilities is required in order to encourage and sustain use of the site for recreation and leisure. The site is located in an area of health inequality and has the potential to further support the health and wellbeing of the local community.</p> <p>Historic masterplan work identified a number of improvements. A further recent review of the site along with stakeholders has shown a number of improvement priorities which could be advanced in order to resolve site issues and help promote and increase usage through play & sport.</p> <p><i>Why do we need to address it now?</i> Previous consultation on the masterplan highlights the local interest for the provision of goal ends for ball sports on site. Local feedback has expressed a strong desire to replace the disused and unrepairable swing sets on the site. We therefore need to address it now to provide increased opportunity for constructive physical activity to take place in the park. The work will also help the site to sustain and improve its Sheffield Standard quality score.</p> <p><i>Implications of not addressing it now:</i> Failure in delivering improvements will not address any of the current issues on the site and potentially result in a further deterioration of the parks infrastructure and facilities. This would impact on the ability to sustain the Sheffield Standard of the site and further to contribute to the underuse of the green space by the local community.</p> <p>It will also be a missed opportunity to use available funding. The S106 available specifically for this park is small but with added Public Health funding the necessary improvements can be made to the site.</p> <p>How are we going to achieve it? The improvements to the sites will be delivered through the In-house Playground Team to: Replace the disused and unrepairable swing sets (Play), and provide goal ends to encourage ball sports (Sport). Equipment to be procured via 3 quotes as per standing orders.</p> <p>What are the benefits?</p> <p>Objectives:</p> <ul style="list-style-type: none"> • Improve the recreational value of the park by renewing and providing new play & sport facilities and opportunities • Increase usage of the site • Ensure that the site continues to be managed to at least the Sheffield Standard • Engage with local stakeholders to encourage, promote, support and sustain community involvement in the site • Improve the health & wellbeing of the local community <p>Outputs:</p> <ul style="list-style-type: none"> • Playground equipment (swing sets) • Goal ends 	<p>+33.8</p>
-----------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------

Page 134	<p>Benefits:</p> <ul style="list-style-type: none"> • Site quality improved – an increase in the Sheffield Standard score for the site • Increase in the Play Value of the playground • Increased site usage by local community and green space users <p>When will the project be completed? September 2019</p> <p>Costs: Play; Swing Sets £17.9K Sport; Goal Ends £14.2K Contingency £1.7K TOTAL £33.8K</p> <p>Contingency of 5% has been included for any unforeseen costs. If not required it will be used for further site improvements which contribute to the objectives, i.e. play /sport related</p>								
	Funding Source	Public Health S106	Amount	£30K £3.9K	Status	Public Health Allocation Yr2 S106 Parks Programme	Approved	By Cllr Lea Cabinet May16	
	Procurement	(i) Play and sports equipment sourced by competitive quotations. (ii) Removals and installations delivered by the SCC Playgrounds Team.							
<p>Fox Hill - Park Improvements</p> <p>Why do we need the project? Fox Hill Recreation Ground & Wolf Road are located the Southey Ward. Both local sites require investment in infrastructure and facilities in order to encourage and sustain use of the site for recreation and leisure. Both sites are located in an area of health inequality and have the potential to further support the health and wellbeing of the local community.</p> <p>Historic masterplan work identified a number or improvements. A further recent review of the site along with stakeholders has shown a number of improvement priorities which could be advanced in order to resolve site issues and help promote and increase usage through improved access, paths, and play.</p> <p><i>Why do we need to address it now?</i> Previous consultation on the masterplan for Fox Hill highlights improved connectivity through a new footpath to increase access and connectivity. Wolf Road has no play equipment for older children and this has been identified as a priority from local stakeholders. We therefore need to address it now to provide a welcoming and accessible green space which meets the needs of the local community and creates new and improved play facilities. The</p>								+36.1	

improvements will also help increase its Sheffield Standard quality score and allow it to pass the standard.

Implications of not addressing it now:

Failure in delivering improvements will not address any of the current issues on the sites and potentially result in a further deterioration of the parks infrastructure and facilities. This would impact on the ability to sustain the Sheffield Standard of the site and further to contribute to the underuse of the green space by the local community.

It will also be a missed opportunity to use available funding; the S106 has to be used in this area.

How are we going to achieve it?

Footpath works – Measured Term Contract (CDS)

Play Improvements – SCC Playground Team, 3 quotes for equipment from external suppliers

What are the benefits?

Objectives:

- Improve the recreational value of the park by renewing and providing new play & fitness facilities and opportunities
- Improve movement, connectivity and accessibility within the park and into the surrounding neighbourhoods and facilities by providing an upgraded path network
- Increase usage of the sites
- Ensure that the sites continue to be managed to at least the Sheffield Standard
- Engage with local stakeholders to encourage, promote, support and sustain community involvement in the site
- Improve the health & wellbeing of the local community

Outputs:

- Approx. 170m tarmac footpath
- Additional playground equipment and renewal

Benefits:

- Site quality improved – an increase in the Sheffield Standard score for the site
- Increase in the Play Value of the playground
- Increased site usage by local community and green space users

When will the project be completed?

September 2019

Costs:

Paths & Connectivity	£21.8K
Fees	£2.0K
Play	£10.6K

<p>Contingency £1.7K TOTAL £36.1K</p> <p>Contingency of 5% has been included for any unforeseen costs. If not required it will be used for further site improvements which contribute to the objectives, i.e. paths / play</p>								
Funding Source	Public Health S106	Amount	£30K £6.1K	Status	Public Health Allocation Yr2 S106 Parks Programme	Approved	By Cllr Lea Cabinet May16	
Procurement	<p>(i) Play equipment sourced by competitive quotations. (ii) Removals and installations delivered by the SCC Playground Team. (iii) Footpath works by direct call-off from the corporate non-highways resurfacing measured term.</p>							
Page 136	Variations and reasons for change							
	<p>Section 106 Parks Programme Block Allocation (Cookson Park and Fox Hill Parks)</p> <p>Scheme description Represents the S106 funding approved by Cabinet for a programme of works on ‘Green and Open Spaces’ by the Parks and Countryside Service.</p> <p>What has changed? Funds held for works at Cookson Park of £3.9K and Fox Hill Wolf Road of £6.1K now need drawing down to the projects following the approval of the Outline Business Cases at Green and Open Spaces Board on 20th February 2019.</p> <p>Variation type: - Re-profile as funds already part of the Capital Programme but drawn down to a specific project. Both S106s were forecast to be drawn down in 19/20 following last month’s reprofile so has therefore reduced the 19/20 budget.</p> <p>Budget: 18/19 current £24.1K - £0K = £24.1K 19/20 current £684.7K - £10K = £674.7K 20/21 current £151.8K - £0K = £151.8K TOTAL £860.6K - £10K = £850.6K</p>							-10
	Funding	S106						
Procurement	n/a							

E	Housing growth	
	New additions	
	None	
	Variations	
Page 137	<p>New Build Phase 3 – Wordsworth Avenue</p> <p>Scheme description It has been identified for some time that there is insufficient purpose-built accommodation for adults with learning disabilities in Sheffield. Too many people with severe learning disabilities are living in nursing and residential homes when, if the right accommodation were available, they could be living in more independent settings. The purpose of this project is to:</p> <ul style="list-style-type: none"> • Develop through the Housing Revenue Account, a specialist scheme of 8 homes for people with learning disabilities, which would be protected from the Right to Buy • Deliver the scheme on a cleared Council-owned site at Wordsworth Avenue, Parson Cross • Deliver a suitable, appropriate and affordable accommodation scheme for people with learning disabilities <p>What has changed? The scope and objectives of the project remain the same however the cost of the tender for construction is more than anticipated in the original budget.</p> <p>There have been delays in getting final costs due to:</p> <ul style="list-style-type: none"> • Additional time for the design process needed • Confirmation of exact requirements • Requirement for a value engineering process to be undertaken after a cost planning exercise commissioned by the Contractor indicated that the scheme was likely to be significantly over budget <p>A grant has been secured from NHS England to cover the increase in costs (the acceptance of which was approved at cabinet in February) meaning no extra funding is needed from SCC.</p> <p>Variation type: - Budget Increase</p> <p>Costs Original Budget £1,120K New Budget £1,792K</p> <p>Fees & Surveys £55.9K Contractor Fees £137.5K</p>	+672

	<p>Construction £1,525.4K Contingency £73.2K TOTAL £1,792K</p> <p>Funding Original: £336K 1-4-1 + £250K Winterbourne + £534K HRA New: £537.6K 1-4-1 + £250K Winterbourne + £672K NHS Grant + £332.4K HRA</p> <p>N.B. The amount of 1-4-1 funding has increased because we can fund 30% of the budget, meaning the call on the HRA can be reduced.</p>					
	<table border="1"> <tr> <td>Funding</td> <td>Additional cost funded by NHS England grant. Grant acceptance approved at Cabinet 13th February19</td> </tr> <tr> <td>Procurement</td> <td>n/a</td> </tr> </table>	Funding	Additional cost funded by NHS England grant. Grant acceptance approved at Cabinet 13 th February19	Procurement	n/a	
Funding	Additional cost funded by NHS England grant. Grant acceptance approved at Cabinet 13 th February19					
Procurement	n/a					
Page 138	Housing investment					
	New additions					
	None					
	Variations and reasons for change					
	None					
G	People – capital and growth					
	New additions					
	<p>Dobcroft Infants Re-roofing (Approval Request £169.2k: being £157.7k works following £11.5k feasibility previously approved)</p> <p>Why do we need the project?</p> <ul style="list-style-type: none"> • There are Health and Safety risks at Dobcroft Infants school caused by the poor condition of the roof and associated elements, comprising: <ul style="list-style-type: none"> ○ School report frequent internal leaks and collapsing ceiling tiles due to water damage ○ large areas of standing water on the roof surface ○ overgrowth of vegetation on the roof surface ○ blocked/covered over roof drainage outlets ○ damage to the existing roof surface covering 	+169.2				

- damaged /missing rainwater goods, fascias, soffits, cladding
- cracked glass to 3 roof lights
- If not addressed these risks will increase over time and the building frame may become affected by the water ingress, leading to structural instability

How are we going to achieve it?

- The recommended approach is to:
 - reinstate correct drainage from the roof
 - increase the height of the roof light upstands
 - repair damage to the existing roof covering
 - overlay the repaired surface to ensure it is water tight and achieves a 20 year guarantee
 - address repairs and replacement of the associated elements (soffits, fascias, rainwater goods, cladding and cracked glass to 3 roof lights)
 - replace water damaged ceiling tiles internally (estimated 20% of total)

What are the benefits?

- Objectives:
 - To resolve the Health and Safety issues and make good identified defects
 - To achieve a roof covering that drains freely, is fit for purpose and will achieve a 20 year guarantee
 - To repair/replace associated elements
 - To replace water damaged ceiling tiles
- Outputs:
 - Repaired roof with new single layer, water resistant overlay guaranteed for 20 years and correct drainage
 - Raised upstands to all roof lights
 - Repair / replacement of associated elements including rainwater goods, soffits, fascias, cracked glass to 3 roof lights, and cladding to roof superstructure
 - Replacement of water stained and water damaged ceiling tiles (estimated 20% of total)
- Benefits:
 - Depending on which option is adopted there are several benefits to be gained from carrying out capital works:
 - Reduced Health and Safety risks to children and staff occupying the building
 - Improved roof condition and drainage, including water tightness
 - Extended lifespan of building

When will the project be completed?

<ul style="list-style-type: none"> It is recommended that works are carried out in the summer holiday period, July-August 2019. 							
Funding Source	DfE Condition Allocation	Amount	£169.2k	Status	Received	Approved	People Capital & Growth Board 18/02/19
Procurement		Single stage, closed competitive tender procedure inviting local contractors in the first instance.					
Variations and reasons for change							
Page 140	Mercia School Scheme description <ul style="list-style-type: none"> Providing sufficient school places is a statutory duty of the Council. Over the last decade Sheffield has seen a steady increase in births and an increase in the number of children applying to join schools mid-year. The city is undertaking a programme of growth to meet this increasing demand and around 4,500 new places have been added to the primary sector in recent years. As well as additional primary places it is expected that by September 2019 an additional 15 to 19 forms of entry will need to be added to the system just to accommodate all children transferring from primary schools into Year 7. The overall objective of this project was to support the provision of a 6FE new secondary school in the southwest Sheffield with 300 post-16 places, totalling 1,200 places, with the ability to expand to an 8FE. The new school will provide sporting facilities in the southwest area for school and community use and was programmed to be completed, ready for the first year intake, by September 2018. 						-477.4
	What has changed? <ul style="list-style-type: none"> This variation reflects an overall reduction in expenditure of £477.4k (being £267.1k extra costs, less a reduction in the overall contingency required of £744.5k), following completion of the construction phase. Additionally, the project has been re-profiled to reflect slippage of -£931k from 18/19 as follows: £864k into 19/20, comprising £542k for equipment/fit-out costs and £322k contingency; together with deferment of contingency into future years (£52k into 20/21; £9k into 21/22 and £6k into 22/23) to reflect the later-phased addition of some of the classroom fit-out costs. 						18/19 -931 19/20 +864 20-21 +52 21-22 +9 22-23 +6
Variation type: - <ul style="list-style-type: none"> Budget decrease: -£477.4k comprised as below: <ul style="list-style-type: none"> -£480.6k credited back to the DfE Basic Need Allocation pot held by People Portfolio, reduced by; +£ 3.3k funding contribution from Mercia Learning Trust Slippage: -£931k from 2018/19 into future years: +£964k into 19/20; +£52k into 20-21, +£9k into 21-22 & +£6k into 22/23) to reflect phased classroom take up over future years 							
Funding	Department for Education Basic Need funding Allocation (reduction) and Mercia Learning Trust contribution (increase) – as above						

	Procurement	No change	
Page 141	<p>Totley Primary Permanent Extension</p>		+182.9
	<p>Scheme description</p> <p>Dore and Totley have seen a high number of young families moving to the area and this trend presents a 10% increase in demand for reception places spread across all 3 primary schools in the area - Dore Primary, Totley Primary and Totley All Saints. Feasibility studies identified Totley Primary as the preferred location for expansion to accommodate this increasing demand for places as it offers the simplest and most cost effective solution.</p> <p>A temporary expansion at Totley Primary was completed in summer 2016 providing an additional 30 places as a bulge year from September 2016. 30 further places were required from September 2017 as another temporary measure and a permanent 1FE expansion was agreed to be provided with a target completion date of September 2018. These measures together will provide a total of 210 additional places.</p> <p>The objective of this project was to support a permanent expansion at Totley Primary by September 2018.</p> <p>The work involved:</p> <ul style="list-style-type: none"> • 2 new build blocks for teaching and learning together with the required ancillary spaces • a MUGA to provide the required hard external play area • additional car parking • enhanced cycle parking • a new permanent access route from Baslow Road for service and emergency vehicles only. <p>What has changed?</p> <ul style="list-style-type: none"> • The main project has experienced budget pressures of £162.9k due to inflated costs of the school crossing, being above the original estimates provided by Transport and Planning. Additionally, an extra £20k for kitchen works costs have been added to the project, which is already funded by a revenue contribution to capital made from the School Food Service. <p>Variation type: -</p> <ul style="list-style-type: none"> • Budget increase: total increase of £182.9k; comprising a £162.9k highways cost increase to the original works, plus £20k of additional kitchen works added to the project, but paid for by a revenue contribution from the school food service. • Slippage of -£34.3k from 2018/19 into 2019/20 for equipment installation. 		18/19 -34.3
			19/20 34.3
	Funding	Department for Education Basic Need funding Allocation, plus a £20k contribution from the School Food Service	
	Procurement	No change	

H	Essential compliance and maintenance	
	New additions	
Page 142	<p>Transport Efficiency - Vehicle Replacement Programme</p> <p>Why do we need the project?</p> <ul style="list-style-type: none"> • This scheme seeks to begin to address the excessive age of Sheffield City Council’s vehicle and plant fleet. With the exception of our in-sourced repairs and maintenance service, we have not invested in the remainder of our fleet for at least 4 years, longer in some cases. This is leading to increased revenue repair costs and leasing costs for the Council. • A Fleet Management Policy, which sets out our anticipated fleet requirements and parameters for replacement, has now been agreed. We anticipate the duration of this policy to be 6 years. It will be revisited each year to take account of changing service shapes, the development of emerging technologies and the city’s air quality agenda. Business cases will be brought forward for each phase of replacement and approved in the usual way. • In the meantime, in the first year (2019/20) we propose to replace the oldest, most polluting vehicles in the fleet, thus minimising excessive maintenance and expensive short terms hires (which are required when vehicles fail). • This fleet management policy covers the purchasing / leasing decision in detail. We have considered this issue before, and can evidence that purchasing our requirements represents best value for money for the Council. Particularly in the context of changing service shapes, we can sell the asset if required and recover a proportion of our costs (as opposed to paying off the full term lease). We will also ensure that, where it is appropriate to do so, we buy specifications which are attractive to the used market, thus maximising resale values. <p>The ageing fleet needs replacing due to the following,</p> <ul style="list-style-type: none"> • Continued excessive increases in vehicle/plant maintenance costs and vehicle/driver downtime, leading to expensive short term spot hires • To reduce vehicle emissions and improve air quality that will support better health and wellbeing for the residents of Sheffield. In line with the Council’s Air Quality Action Plan (AQAP), diesel vehicles must be Euro 6 (petrol variants and alternatively fuelled vehicles must be considered). • To reduce the average age of the vehicles from 8 years down to 3/4 years over a 6 year period. • Provide fit for purpose vehicles in line with service requirements. <p>How are we going to achieve it?</p> <ul style="list-style-type: none"> • We will purchase the vehicles through the Council’s Procurement and Supply Chain team. We will use various frameworks, e.g. Crown Commercial Services, TPPL etc., where we can take advantage of attractive discounts over Recommended Retail Prices (RRP). The providers on the frameworks assist with the detailed specification of the non-standard vehicles and have access to specialist vehicle convertors for modifications to chassis/body etc. During the course of the programme there will be multiple call offs from the framework, this can be exploited by running mini-competition tenders and engaging with the framework providers to see what vehicles are available at the time of the call off, thus having access to the latest vehicle/engine technology available. 	+4,887.9

- The cost of the vehicle/item of plant will be paid back over a 5 year period by the user department through the vehicle hire rate. Written permission from the Head of Service from each user department will be sought.
- The priority in year one is to replace the oldest/costliest/most polluting vehicles on the fleet thus minimizing excessive maintenance and short term hire and improving the fleet's carbon footprint. New vehicle costs in this business case are based on petrol (where available) and euro 6 diesel power units to ensure compliance with potential Clean Air Zones. Alternatively fuelled options (where available) will be assessed for cost and suitability before purchase.

What are the benefits?

- Improved reliability, fewer breakdowns/ less time off the road and lower maintenance costs. To reduce expensive spot hire for replacement hired in vehicles/plant
- Lower exhaust emissions therefore enabling SCC to meet its air quality requirements in line with SCC AQAP, and lead the City in the adoption of alternately fuelled vehicles.
- A reduced average age of fleet vehicles and plant, more fuel efficient, therefore lower running costs.
- Fit for purpose vehicles for Transport Services stakeholders, clients and customers. This will facilitate optimum vehicle availability to support front line staff/services therefore enhance operational delivery, and to improve and sustain achievement against local and national performance targets.
- Bulk purchasing of vehicles will allow for a more cost effective deal with suppliers to be captured, driving further savings for the council.

When will the project be completed?

- The first year Vehicle/plant purchases will end by March 2020. Repayments of Prudential Borrowing are to be made over 5 years, commencing in 2020/21.

Ongoing costs

- The additional costs to revenue budgets as a result of this phase of the programme will be £3.1m over 5 years i.e. £0.62m p.a. over 5 years. This relates to the £5.2m cost of borrowing offset by anticipated savings of £2.1m as a result of reduced maintenance and spot hire charges due to vehicle failure.

Funding Source	Prudential Borrowing:	Amount	£4,489.8k	Status	N/A	Approved	Assumptions verified with Treasury and Revenue Business Partner
	Vehicle Sales		£ 398.1k		Awaiting disposals		

	Procurement	i. Vehicle purchase through a selected range of public sector OJEU compliant frameworks by way of mini competition and/or direct award. ii. The supply and fit of vehicle modifications/racking (as required) via competitive quotations.							
	Variations and reasons for change								
	None								
I Page 144	Heart of the City II								
	New additions								
	None								
	Variations and reasons for change								
	None								

Scheme name		Value £'000
A	Economic growth	
	New additions	
	<p>Upper Don Valley Flood Alleviation Scheme Phase 1</p> <p>Why do we need the project?</p> <ul style="list-style-type: none"> The confluence of the River Loxley and the Upper Don's relatively steep channel, with several weirs and river crossings in the area, results in communities and businesses being at high risk of flooding from flood events that exceed the channel capacity, with river crossings trapping debris and restricting channel conveyance. Due to the steep topography of the area, once flood waters leave the river channel they can travel some distance out of channel, resulting in a widespread impact. The most recent flood event occurred in 2007 and resulted in widespread damage to local homes and businesses, causing great distress to residents and forcing many businesses to suspend operations for many months. The Loxley Confluence Flood Alleviation Scheme will deliver the long-awaited flood defences needed to reduce flood risk to sustainable levels and support the long-term viability of the local community and businesses <p>How are we going to achieve it?</p> <ul style="list-style-type: none"> The Loxley Flood Alleviation Scheme will provide a comprehensive linear flood defence to three discrete flood 'cells' within an area at high risk of flooding on the River Loxley (a tributary of the River Don) and at the confluence of the Loxley and the River Don. This will send the local community, as well as potential commercial investors in the area, a clear message that flood risk is being managed, and that existing businesses are resilient commercial partners. <p>What are the benefits?</p> <ul style="list-style-type: none"> 63 homes and 152 commercial properties will have much reduced likelihood of flooding. £30.179 million of damages avoided. £8.657 million in GVA that would otherwise be lost to the local economy over a 10-year appraisal period due to flood risk disruption to businesses (estimated using the Frontier Methodology); At least £18.1 million GVA in potential growth due to the removal of one of the key constraints to business development and job creation in the flood risk area; With the subsequent potential generation of 98 Full Time Equivalent jobs to the local economy, and; 12.5 Full Time Equivalent construction job years. 1,900 jobs in the area will benefit from reduced flood risk (calculated using the Frontier Methodology) 2 A roads protected (A61 and A 6101) 2 Tram routes protected – city centre routes through to Malin Bridge and Middlewood Reduced flood risk to four electricity substations 	+5,480

Page 146	<p>When will the project be completed?</p> <ul style="list-style-type: none"> 31/03/2021 <p>Ongoing Costs</p> <ul style="list-style-type: none"> There will be an annual maintenance cost associated with the defences when complete of £13k p.a. This cost will be borne jointly by SCC, the Environment Agency and Private Developers 							
	Funding Source	SCRIF Environment Agency SCC Flood Water Management Fund	Amount	£3,460,000 £1,978,803 £41,197	Status	Ring-fenced Ring-fenced Ring-fenced	Approved	Approved Feb 19 For approval current month Annual allocation
	Procurement	(i) Design and build via the YORCivil2 framework by way of mini-competition or appointment by rotation. Or (ii) Direct award via the SCAPE framework should YORCivil2 contractors be unable to meet the programme.						
	Variations and reasons for change							
None								

	Scheme name / summary description of key terms	Funder	Value £'000
A	Economic growth		
	None		
B	Transport		
	None		
C	Quality of life		
	None		
D	Green and open spaces		
	<p>Lowfield Kick Wall</p> <p>Background See Appendix 1 Section D</p> <p>Financial and Commercial Implications Key features (not exclusive) of the grant terms and conditions are summarized as follows:</p> <ul style="list-style-type: none"> • A grant of £42,500 (total project cost £46,500 with £4,000 being provided by SCC) for the 'Interactive Football Wall' • Must be spent by 30/10/19 & only use the grant for the Project. 	Sport England	42.5

	<ul style="list-style-type: none"> • Signed within one month of offer letter date currently 23/11/18 Deadline extended and updated funding agreement with new dates being issued • Construction works must be completed and grant must be spent before any other funding. • Works must be started within three months of the Offer Letter date and complete within 12 months of the Offer Letter date. • Sheffield City Council to set targets and measure the impact of investment. • If there is a failure or unacceptable delay in meeting any of the Project Conditions (the Project Manager will need to read and comply with the full list) the funder may end the Agreement. • Grant is also subject to conditions relating to the construction of the facility. • Payment is made in arrears and claims must be supported by evidence. • To accept the grant, SCC will need to complete a range of documents and return them to Sport England. • The grant cannot pay for any commitments made before the date of the Award and any unused grant is to be returned to the funder. • SCC to obtain written permission before making any changes to the Project. • Keep records for 7 years after the Project has finished. • SCC must not sell any assets without the funders permission for the extent of the term, that is whichever of these timeframes is the longest: <ol style="list-style-type: none"> 1. As long as any part of the Award remains unspent; 2. The expiry of the maximum Term required under the Award Agreement which is 7 years; 		
--	-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

<p>3. As long as you do not carry out any of the terms and conditions of the Award or any breach of them continues (this includes any outstanding reporting on Award expenditure or Project delivery).</p> <ul style="list-style-type: none"> The grant is subject to claw back if the terms and conditions are not complied with. <p><u>Procurement</u></p> <ul style="list-style-type: none"> All public sector procurement is governed by and must be compliant with both European Legislation and UK National Law. In addition, all procurement in Sheffield City Council must comply with its own Procurement Policy, and internal regulations known as 'Contracts Standing Orders' (CSOs). Contracts Standing Orders requirements will apply in full to the procurement of services, goods or works utilising grants. All grant monies must be treated in the same way as any other Council monies and any requirement to purchase/acquire services, goods or works must go via a competitive process. <p>The Project Manager will need to read understand and comply with all of the grant terms and conditions.</p> <p><u>Legal Implications</u></p> <ul style="list-style-type: none"> The Council has the power to do anything incidental to its functions (s111, Local Government Act 1972). This includes the acceptance of grant funding. The Council hope that providing these facilities to the park will improve green space, recreational opportunities and encourage health and wellbeing. Under s12 of the Health and Social Care Act 2012 local authorities must take steps to improve the health of the people in its area. S12(3)(b) says that this may include providing services or facilities designed to promote healthy living. The funding must be spent exclusively on the project as outlined in the award letter and outline business case including construction, land purchase, materials or professional services. 		
------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

	<ul style="list-style-type: none"> • Payment of the funding is made in arrears and claims must be supported with evidence of spend. We can only claim once costs have been incurred on the project. If we hold any unused part of the funding we must hold this on trust for Sport England and re-pay this at the end of the project. • If the terms and conditions of the funding are not complied with, Sport England may: require that we re-pay the grant, stop future payments or end the award immediately. The terms and conditions are listed in the award offer letter and include project conditions, construction conditions and specific conditions. We must maintain adequate insurance at all times including employee and public liability insurance. 		
E	Housing growth		
	None		
F	Housing investment		
	None		
G	People – capital and growth		
	None		
H	Essential compliance and maintenance		
	None		
I	Heart of the City II		

	None		
--	------	--	--

This page is intentionally left blank

	Scheme name / summary description of key terms	Funder	Value £'000
A	Economic growth		
	<p>TO NOTE – Final offer of grant funding yet to be received, however, Environment Agency funding is subject to a standard Memorandum of Grant upon which the information below is based.</p> <p>Upper Don Valley Flood Alleviation Scheme Phase 1</p> <p>Background See Appendix 1a</p> <p>Financial and Commercial Implications The grant offer is subject to terms and conditions set out in the Environment Agency Memorandum Relating to Capital Grants. Key features (not exclusive) are summarised as follows:</p> <ul style="list-style-type: none"> • Grant is provided on the understanding that the programme is completed. Grant may be withheld should the programme not be completed. • The grant must be spent on capital projects. • Competitive tendering should be undertaken unless there is a good reason to use another method. • Sale of the land or asset funded by the grant demands a repayment of a share of the proceeds. • Authorised entry to the work area and provision for inspection of the work must be available to the funder, at all reasonable times. • All funded work must be maintained and necessary repairs must be carried out promptly. • The grant is made on the basis of “whole life” costs and so includes an allowance for future maintenance. • Grant becomes due once the programme is satisfactorily completed. However due to the cost of the programme the funder may make interim payments during 	Environment Agency (Grant in Aid)	1,978

	<p>the work.</p> <ul style="list-style-type: none"> • A final account must be submitted within two years of completion. • If the terms and conditions are not met the funder may withhold the grant. • The Project Manager will need to read, understand and comply with all terms and conditions of the grant. <p>Legal Implications</p> <p>The local authority has a duty under section 9 of the Flood and Water Management Act 2010 as the Lead Local Flood Authority to develop, maintain, apply and monitor a strategy for local flood risk management in the area. The Upper Don Valley Flood Alleviation Scheme has been identified by the Council's own risk assessment as a project which is eligible for funding. The Environment Agency may under section 16 of the same legislation provide funding for such projects.</p> <p>The Council has the power to do anything incidental to its functions (s111, Local Government Act 1972). This includes the acceptance of grant funding.</p> <p>The grant must be used on specific projects outlined in the Upper Don Valley Flood Alleviation Programme Outline Business case submitted to the Environment Agency as part of our application for funding. The expenditure of the grant is subject to the Approval of Application letter and the Grant Memorandum relating to capital grants for local authorities and Internal Drainage Boards in England under the Flood and Water Management Act 2010, Coast Protection Act 1949, and Land Drainage Act 1991.</p> <p>Payment is made in arrears, although the Environment Agency may approve interim payments. As the grant is given for a specific purpose, use of the money otherwise than in accordance with the determination letter and Memorandum could potentially lead to the funding being reclaimed or could reduce the amount of funding received in the future:</p> <ul style="list-style-type: none"> • Condition 14 of the memorandum states that if we sell land or assets funded by the grant, we must repay a share of the proceeds, based on the original purchase financed from the grant. • The Memorandum draws attention to the fact that when we applied for the grant we had to show how the 'capital asset' would be properly maintained. It goes on to say that if we fail to maintain the project for its planned lifecycle, the Environment Agency may take this into account when assessing any future application for grant. 		
--	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

B	Transport		
	<p>A bid is currently being submitted to the Department of Transport the outcome of which is expected on 18th March 2019 with the expectation that acceptance of the grant will have to be made before 31st March. The Department For Transport have indicated the grant terms will mirror those of an earlier award on which the information below is based.</p> <p>Clean Bus Technology Fund</p> <p>Background</p> <p>In February 2018 SCC were awarded £1.9m to be issued as grants to local Bus providers in order to facilitate retrofitting of Selective Catalytic Reduction Technology in buses in order to reduce associated harmful emissions.</p> <p>A further round of bidding for this funding has been announced and SCC has applied for a further £3.7m to extend the programme. The Department For Transport have indicated that the terms and conditions of the grant will mirror those of the original grant as below.</p> <p>Financial and Commercial Implications</p> <p>Key features of the grant terms and conditions (not exclusive):</p> <ul style="list-style-type: none"> • The funds are to be expended entirely on the project in SCC's project plan. • SCC must ensure that its use of the grant funding is compliant with EU State Aid rules and enable SCC to recover any grant which is deemed to be unlawful State Aid. • The project plan agreed at the inception meeting must be followed 	Department for Transport	Up to 3,700

	<p>and any changes to the timescale should be reported.</p> <ul style="list-style-type: none"> • Project progress reports will be required. <p>The Project Manager will need to:</p> <ul style="list-style-type: none"> • Read, understand and comply with all of the grant terms and conditions. • Ensure that there is an exit strategy for when the grant funding ends as there are no sources of funding identified for any ongoing costs. • Ensure that adequate funding agreements are developed when paying any grant funding over to third parties to deliver the project. Procurement • All public sector procurement is governed by both European Legislation and UK National Law. In addition, all procurement in Sheffield City Council must comply with its own Procurement Policy, and internal regulations known as 'Contracts Standing Orders' (CSOs). • Contracts Standing Orders requirements will apply in full to the procurement of services, goods or works utilising grants. All grant monies must be treated in the same way as any other Council monies and any requirement to purchase/acquire services, goods or works must go via a competitive process <p>Legal Implications</p>		
--	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--	--

	<p>There is no specific power that enables the Council to implement this particular project / work in the City. Under the General Power of Competence within the Localism Act 2011, the Council are permitted to do anything that individuals of full legal capacity may do giving the Council the power to take reasonable action it needs 'for the benefit of the authority, its area or persons resident or present in its area'. This includes entering into such agreements and incurring expenditure as required.</p> <p>Any such grant agreement that SCC enters into with third parties in connection with this Grant Funding is not yet drafted and will require the input of Commercial and Legal Services. Such agreements between the Council and the two bus operators will need to set out terms and conditions for how the grants can be spent, e.g. the technology and timelines and need to include provision for clawback should the Council be placed at financial or commercial risk.</p>		
C	Quality of life		
	None		
D	Green and open spaces		
	None		
E	Housing growth		
	None		
F	Housing investment		
	None		

G	People – capital and growth		
	None		
H	Essential compliance and maintenance		
	None		
I	Heart of the City II		
	None		



**Author/Lead Officer of Report: Mark Bennett,
Director of HR and Customer Services**

Tel: 0114 273 4081

Report of: *Eugene Walker, Executive Director Resources*

Report to: *Cllr Olivia Blake – Cabinet Member for Finance and Deputy Leader of the Council*

Date of Decision: *20th March 2019*

Subject: *The TUC’s Great Jobs Agenda*

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>	
- Expenditure and/or savings over £500,000	<input type="checkbox"/>		
- Affects 2 or more Wards	<input type="checkbox"/>		
Which Cabinet Member Portfolio does this relate to? <i>Finance</i>			
Which Scrutiny and Policy Development Committee does this relate to? <i>Overview and Scrutiny Management 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?			
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:-			
<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>			

Purpose of Report:

A resolution was passed at Council in September 2018 to support the TUC's Great Jobs Agenda. This paper provides detail of the Great Jobs Agenda and sets out the actions employers will take for every job to be a great job.

The TUC published the Great Jobs Agenda as part of its Great Jobs for Everyone Campaign. The campaign seeks to engage employers to act to provide better jobs that offer a living wage and good working conditions.

The city has continued to benefit from economic growth but there is an ongoing task to tackle inequality and the lack of social mobility which limits the potential of individuals who find themselves trapped in low skilled, low paid, and insecure employment.

The key principles promoted in the Great Jobs Agenda align with the key ambitions of the Council and the report seeks to identify the measures the Council will take as both an employer and through its place based leadership role with local businesses and communities.

Recommendations:

Endorse the aims of the Great Jobs Agenda and continue to seek to meet the standards to provide better jobs that offer a living wage and good working conditions.

Note the activity that will be undertaken by the Council and the aligned strategies and activity proposed to engage a wider range of employers to provide great jobs.

Note that the officer responsible for all employment issues within the Council, including engagement with the trade unions, is the Director of Human Resources and the officers responsible for the aligned intervention to support City wide employer engagement is the Director of City Growth.

Background Papers:

<https://www.tuc.org.uk/campaigns/charter-make-every-job-great-job>

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=154&MId=7002&Ver=4>

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>(Insert name of officer consulted)</i>
		Legal: <i>(Insert name of officer consulted)</i>
		Equalities: <i>(Insert name of officer consulted)</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>Eugene Walker, Executive Director Resources</i>
3	Cabinet Member consulted:	<i>Cllr Olivia Blake</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>Mark Bennett</i>	Job Title: <i>Director of HR and Customer Services</i>
	Date: <i>14th February 2019</i>	

1. PROPOSAL

The TUC, representing 5.5 million working people nationally and 600,000 in Yorkshire and Humberside, has published the Great Jobs Agenda as part of its Great Jobs for Everyone campaign. The campaign seeks to engage employers to act to provide better jobs that offer a living wage and good working conditions.

Sheffield City Council (SCC) has committed to the statement below:

Everyone at work deserves a great job. A great job is one where the worker is paid and treated fairly, it's one where workers get opportunities to progress, to learn and to have a voice on what matters.

To make a great job there are six standards that every worker must:

- Be paid fairly – “fair and decent pay”
- Work in a safe and healthy workplace – “healthy workplaces”
- Be treated decently – “fair treatment and respect”
- Have guaranteed hours – “regular hours”
- Have the opportunity to be represented by unions and a strong independent voice on what matters at work – “voice at work”
- Get the chance to progress at work and get on in life – “learning and progression”

At a Council meeting on the 5 September 2018 it was resolved that Sheffield City Council would support the TUC's Great Jobs Agenda, which sets out the actions employers and the Government must take for every job to be a great job and tell the TUC of this support.

The Motion made clear that the commitment was not just about what the Council will do as an employer, but also what it can do to promote standards to other employers locally.

Current Position for Sheffield City Council as an employer

The Council already has an agreed Workforce and Organisational Development Strategy and our evaluation of the Great Jobs Agenda standards demonstrate that we have already made significant progress against all of these standards, and in some areas already exceeding the standard. There are some additional actions which have been highlighted below which will complement what we are already doing.

Standard 1: A Voice At Work

- Recognise a trade union for collective bargaining on pay and conditions
- Set out how they will consult the whole workforce on important decisions
- Have elected workers on company boards.

The Council operates within a system of collective bargaining with recognised trade unions to effectively negotiate terms and conditions of employment for employees.

The Council has agreed a Consultation and Negotiation Framework which sets out the approach adopted by the Council and the Trade Unions to effectively negotiate terms and conditions of employment for all employees. Membership of one of the recognised trade unions therefore provides employees with an opportunity to actively engage in decisions which may impact upon their employment.

Standard 2: Fair and Decent Pay

- Negotiate pay with a recognised union
- Pay all workers at least the real living wage, not just the government's minimum wage
- Work towards everyone getting a total pension contribution of at least 15 per cent of their wages
- Measure the gap between the top and the bottom pay and commit to reducing it
- Carry out regular pay audits and act to reduce the gap between women's and men's pay.

The National Joint Council for Local Government negotiates the pay, terms and conditions of staff in local authorities at a national level. It agrees an annual uplift to the national pay spine, with individual councils then determining local pay arrangements in accordance with the nationally agreed pay spine. In determining these matters, the Council must take account of the value of a job using the nationally agreed job evaluation scheme. Any local discussion about the local pay structure will be conducted through the above consultation and negotiation framework.

In 2013 the Council adopted the Living Wage Foundation pay rates and in April 2018 the Council increased minimum to the Living Wage Foundation (LWF) pay rate to £8.75 per hour, increasing to £9.00 per hour from April 2019. The Council became an accredited Living Wage employer in November 2018 as a sign of our commitment to the living wage.

The current employer pension contributions are 19% and are determined by the Pensions Service Board for Local Government.

The Council publishes the Annual Pay Policy Statement detailing the pay of its highest and lowest paid staff. This is reviewed annually and considered by full Council. The Council is conscious of the need to ensure that the salary of its highest paid employees is not excessive and is consistent with the needs of the Council to be able to recruit and retain staff.

The Council has complied with the requirement to publish gender pay information and 2017 statistics showed that overall median difference between men's and women's pay is 8.4%, which compares favourably to

other large organisations. We will continue to do work to try and reduce this gap.

Standard 3: Guaranteed Hours

- Avoid using zero-hours and very short-hours contracts
- Give staff who want them contracts with guaranteed hours that reflect their normal working patterns
- Agree a minimum notice period (we recommend one month) for allocating and changing shifts
- Report on the use of zero-hours contracts, short-hours contracts and agency work in annual reports and explain why we are using them.

The Council does not use zero-hours contracts. We closely monitor the use of agency staff but feel that there is more that could be done to challenge high spend on agency and overtime and help some services become less reliant on agency resources to deliver services. Related to this is a need to review our use of temporary and fixed term contracts as some concerns have been raised by the Trade Unions about some long term use of these contracts.

Although we don't use zero hours contacts we intend to lead by example on this issue and will report on how many workers are employed on zero hours or short-hours contracts and agency workers, and say what actions the Council is taking to reduce this.

We expect Managers to give staff reasonable notice of changes to shift patterns or rotas. Specifically where staff work on a rostered basis, work is planned ahead and staff offered overtime for undertaking extra work. Premium payments are also made for working anti-social hours.

Standard 4: Fair Treatment and Respect

- Adopt a zero-tolerance approach to all forms of discrimination, harassment and bullying at work.

The Council is committed to ensuring that all employees are treated with dignity and respect whilst at work. In addition to the group of Contact Advisors who can provide support and guidance to employees, the Dignity at Work policy adopted by the Council defines standards of unacceptable behaviour for staff in relation to their work, and identifies the responsibilities of both managers and individual employees in creating an appropriate working environment. It also provides a framework for action when behaviour falls short of expected standards. This policy supports the Council's commitment to preventing acts of discrimination, exclusion, unfair treatment, bullying and demeaning behaviours.

Standard 5: Safe and Healthy Workplaces

- Have a workplace wellbeing policy
- Set up a joint health and safety committee with representatives of trade unions and the employer.

The Council believes that ensuring the safety, health and wellbeing of employees is essential. The Council recognises that pro-actively managing health, safety and wellbeing can deliver and secure good organisational performance. This is achieved through a corporate health and safety management system including a Health and Safety Committee. As a large employer we are committed to being an exemplar of good practice by ensuring that work does not contribute to poor health.

In addition to the health and safety policy and management system, Sheffield also has a Being Healthy at Work strategy for staff. This is based on offering bespoke interventions creating the right culture, changing behaviours, setting standards in the workplace and giving practical support. There are a number of services which managers and staff can access to seek further information, advice and support to manage their health and wellbeing. This includes occupational health advice and access to counselling and physiotherapy services. Whilst general health promotion and care are important for all staff, more attention is being paid to customising support and advice so it is relevant and accessible to dispersed, frontline workers and key groups of staff. Each service is required to develop a Being Healthy at Work action plan linked to the strategy and these plans are published on the intranet as a clear commitment to the support we will provide for our workforce.

Standard 6: Learning and Progression

- Offer more high quality apprenticeships
- Negotiate with unions to make sure learning and progression opportunities are available to everyone
- Make sure all employees know about their right to request time off for training or study
- Recognise trade union learning reps and give employees time to pursue union-led learning opportunities.

Our aim is to develop an empowered, motivated and effective workforce and all staff are required to complete an annual Performance Development Review (PDR) every year. This enables staff and managers to consider the skills needs and ambitions of employees and support the completion of a personal development plan and access training, development and coaching.

Our Learning and Development plans are discussed with our recognised Trade Unions through our TU engagement framework; this includes the role of Trade Union Learning Representatives. We recognise that the trade unions play a key role in encouraging staff to participate in lifelong learning in and outside of work, develop and maintain their transferable skills and time to undertake learning where this is an identified need. Where issues like basic skills, numeracy and literacy affect staff, rapport with trade union members can breakdown otherwise significant barriers and raise career aspirations.

The Council is required to pay the Apprenticeship Levy and has a clear strategic plan setting out what we want to achieve. Over the last few years this has been an area of strength, having won national awards which recognise the work that we have done to develop a wide and diverse range of apprenticeship opportunities at all apprenticeship levels, whilst continuing to invest in the development of our existing workforce. Our plans are not driven by an ambition to Public Sector Apprenticeship Target set by Government, although we are on track to do so, but our aim is to ensure that the apprenticeship opportunities we offer are high quality, linked to organisational need and linked to a career with the Council.

Working with other employers

In addition to the work we will do as an employer, the Council has a place leadership role and is enabling wider action on demand side interventions to support the city's largest employers to improve the pay and working conditions of their employees.

This includes our Ethical Procurement strategy which is a clear commitment to maximising the Council's ability to use its discretion to apply ethical standards to behaviour throughout its supply chain. We use the money we spend to increase the social value and benefits for local people and businesses. This means that companies the Council contracts with must share our desire to create a city economy that works for all by paying their taxes, respecting workers' rights and equal opportunities, and invest in the talents of their employees through good training and healthy, safe working conditions. We want to encourage companies to think about the wider social impact on Sheffield communities of their activity.

Sheffield City Council have made a clear commitment by being an accredited Living Wage Foundation employer but we are only responsible for a proportion of the money invested in services, contracts and products in Sheffield. We believe that the Ethical Procurement Framework represents an opportunity for all of Sheffield's key institutions and partners – hospitals, businesses, universities – to use our collective financial power to get the best value and best opportunities for Sheffielders and local businesses.

The Regional Secretary of Yorkshire & Humber TUC, Bill Adams, is attending the City Growth Board on 26th February to discuss the Great Jobs Agenda. The Board is made up of leaders from Sheffield's business community; private sector employers, senior representatives from the Federation of Small Businesses and the Chamber of Commerce, along with senior directors from Sheffield's two universities.

Bill Adams became a member of the Sheffield City Region (SCR) Local Enterprise Partnership Board in September 2018, the first trade union representative to be appointed by a LEP board.

A new economic strategy for Sheffield is being developed with a clear narrative around improving people's lives, increasing job quality, tackling

low pay and ensuring there are pathways for people to progress in the city. Creating more and better jobs has been prioritised as one of six proposed key areas for action. The strategy recognises that in order to ensure better outcomes for Sheffield people, we need more productive, competitive businesses, offering better quality employment, creating more jobs and paying higher wages.

In addition we have written to the Sheffield City Region Mayor informing them of our position and encouraging them to support the Great Jobs Agenda too and will write to all MP's.

We will also promote the Great Jobs agenda in discussions which take place with Heads and Directors of HR of employers in the City.

The Great Jobs Agenda commits us to lobby politicians to make it a requirement for companies and public bodies to report on how many people they employ in agency work, zero-hour's contracts and short hours (casual), including through supply chains in their annual reports.

What happens next?

To commit to the Great Jobs Agenda SCC has undertaken the Great Jobs Audit which tells us how we are doing. It's a series of questions to see where we are and what we need to do to get better. The result from this was that we are a good employer.

We need to work with other local Councils regionally to see if they have, or are looking to, implement the Charter and share best practice.

Further discussions will continue to take place with the Trade Unions about the six standards and they have already acknowledged that we have these in place but we need to explore how can we make them better and put a plan in place involving representatives from all the relevant areas / portfolios.

Once we have signed up to the Charter we then need to roll this out to the employers of Sheffield to making every job in the city "a great job".

The Director of HR and Customer Services will report to our Executive Management Team in 6 months' time to update on the progress we are making. We will also continue to value the meaningful workforce engagement and representation through our recognised trade unions.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The aims and objectives of the Great Jobs Agenda strongly align with those of the Council Plan, strong economy and tackling inequalities as well as our Workforce and Organisational Development strategy.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Discussion with our local Trade Unions about the Great Jobs Agenda has already taken place as well as discussions held at City Growth Board.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 The charter's aims are reflective of the Council's equality and diversity principles. The policy framework and activities delivered by the Council as set out in the report align to the Great Jobs agenda and contribute directly to our ambitions to enable all of our residents to benefit from a strong economy.

4.2 Financial and Commercial Implications

4.2.1 There are no direct financial or commercial implications.

4.3 Legal Implications

4.3.1 There are no legal implications

4.4 Other Implications

4.4.1 There are no other implications

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The Council has already taken action against the six standards set out the Great Jobs Agenda and is well placed to continue this work on low pay, apprenticeships, procurement and health and wellbeing as well as promoting these ambitions to a wider range of organisations through our local leadership role to create a difference for the City.

6. REASONS FOR RECOMMENDATIONS

6.1 Through our commitment to the Great Jobs Agenda we have an opportunity to create 'Great Jobs' at Sheffield City Council as well taking a leadership role in encouraging other employers to do the same for the benefit of City.



Author/Lead Officer of Report: Tom Finnegan-Smith

Tel: 2736030

Report of: *Laraine Manley, Executive Director, Place*

Report to: *Cabinet*

Date of Decision: *20 March 2019*

Subject: *The Sheffield Transport Strategy – adoption of final strategy*

Is this a Key Decision? If Yes, reason Key Decision:-

Yes No

- Expenditure and/or savings over £500,000

- Affects 2 or more Wards

Which Cabinet Member Portfolio does this relate to? *Transport and Development*

Which Scrutiny and Policy Development Committee does this relate to? *Economic and Environmental Wellbeing Scrutiny and Policy Development Committee*

Has an Equality Impact Assessment (EIA) been undertaken?

Yes

No

If YES, what EIA reference number has it been given? 257

Does the report contain confidential or exempt information?

Yes

No

If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-

“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).”

Purpose of Report:

The purpose of this report is to outline the stakeholder engagement which has been recently undertaken on the Sheffield Transport Strategy, and the proposed updates to the document in light of new evidence and other developments especially the declaration of a Climate Emergency by Sheffield City Council’s meeting of 6 February, 2019.

It also provides an update on the emerging programme of projects. The final version of the Sheffield Transport Strategy is presented for formal adoption.

Recommendations:

Members approve the adoption of the final version of the Sheffield Transport Strategy

Background Papers:

- *Appendix 1 -- Summary of Engagement and officer responses*
- *Appendix 2 – List of proposed amendments to the Sheffield Transport Strategy*
- *Appendix 3 – Amended Final Sheffield Transport Strategy*

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>Tim Hardie / Paul Schofield (7.03.2019)</i>
		Legal: <i>Bob Power / Richard Cannon (11.03.2019)</i>
		Equalities: <i>Anne-Marie Johnston (5.03.2019)</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>Laraine Manley, Executive Director, Place</i>
3	Cabinet Member consulted:	<i>Councillor Lewis Dagnall</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>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport and Infrastructure</i>
	Date: <i>11th March 2019</i>	

1.	PROPOSAL
1.1	<p><u>Introduction and context</u></p> <p>The draft Sheffield Transport Strategy was endorsed by Cabinet in July 2018. The Strategy looks towards 2034, the date of the proposed arrival of HS2 in Sheffield and anticipates what is needed to enable the city to function better economically, environmentally and in equality terms.</p> <p>It reviews the issues that the city is facing now as well as how those might change when considering the Options for Growth to support the (Local) Sheffield Plan to meet future housing needs and Sheffield City Region (SCR) targets to deliver 70,000 new jobs, the biggest concentration of which will be in Sheffield city centre.</p> <p>It links to the SCR draft Transport Strategy, approved by the Combined Authority in January 2018 with the policies in both aligned together. There is a further strategic fit with Transport for the North's (TfN) ambition for agglomeration across the major cities on northern England, in order to maximise economic regional potential as set out in the Strategic Transport Plan adopted by TfN Board and launched in Sheffield on 11 February.</p> <p>These developments have necessitated a new, evidence-led approach to transport as a component of enabling Sheffield's economy balanced with the challenges of creating a safer, cleaner and better quality of life for all in order to deliver on the city's Fairness and Green Commission findings.</p> <p>The Strategy also embraces a set of Conditional Outputs – “stretch” targets for what transport should deliver and against which future transport schemes will be measured. These outputs are conditional upon schemes receiving the necessary financial, political and public support to come to fruition.</p> <p>Over-riding any such targets are the outcomes required from transport in relation to Sheffield Council's declaration of a Climate Emergency. The implications for transport informed by work elsewhere, but not specific to Sheffield, are discussed in a redrafted Climate Change section in the Transport Strategy.</p> <p>The full implications will be identified more specifically, as part of and in the context of, the Council-wide report on a Zero Carbon City to be presented to Full Council by August 2019.</p>
1.2	<p><u>Recapping the Transport Strategy</u></p> <p>In summary the Sheffield Transport Strategy sets out the following key objectives, and approaches:</p> <p>A city that's easier to get around</p> <ul style="list-style-type: none"> • Faster, better integrated and simpler bus services

	<ul style="list-style-type: none"> • Securing the future of Supertram and supporting its expansion • New mass transit routes and services creating more public transport capacity for existing and future users • An inner ring road that has more capacity and is easier to cross into the City Centre <p>A better connected Sheffield</p> <ul style="list-style-type: none"> • Faster, longer and more frequent train services to other cities and to the rest of the city region • A transformed Sheffield Station bringing High Speed Rail services into the heart of the city • Improved major road network, keeping Sheffield connected to motorways, airports and other cities <p>A safer and more sustainable Sheffield</p> <ul style="list-style-type: none"> • Sustainable safety, safe walking and cycling as standard • Improved air quality and working to manage congestion • Improving poor health and poor access to jobs and services <p>The Strategy adopts an evidence based approach to defining the policies that will influence the development of a long-term transport Delivery Plan and the geographical areas and types of interventions needed to support our growing city. The Strategy also highlights the potential size of the future programme that will be required and possible sources of future funding.</p>
1.3	<p><u>Why engagement around the Strategy?</u></p> <p>Following Cabinet endorsement of the Strategy, a period of key stakeholder engagement was undertaken with a view to building understanding for the new approaches, as well as gathering additional evidence to add to the wide ranging evidence base already assembled.</p> <p>This engagement was seen as particularly important in view of the likely scale of the programme envisaged by the Delivery Plan towards 2034.</p> <p>It was also deemed necessary because of the tension between the competing Strategy objectives to improve Sheffield’s economy, environment and equality indices.</p> <p>It also enabled further consideration of the emerging programme of projects, in particular those most likely required more immediately in response to the most urgent transport issues the city faces.</p>
1.4	<p><u>What this report does</u></p> <p>This report summarises the stakeholder engagement and outlines the resulting proposed changes to the Strategy. Appendix 1 offers a detailed breakdown of</p>

	<p>feedback and our responses.</p> <p>The report provides an update on the work required to define the scale of the delivery programme.</p> <p>It also considers the implications of the February Sheffield Council declaration of a Climate Emergency and provides an indication as to what this might mean in relation to decarbonising transport. The climate change section of the strategy has been re-written to reflect this.</p>
2.	HOW DOES THIS DECISION CONTRIBUTE?
2.1	<p>The Transport Strategy significantly contributes to the Sheffield City Council Corporate Plan ambition for thriving neighbourhoods and communities, including our commitment to focus on better connected transport to increase travel choices.</p> <p>The Transport Strategy also sets out the City’s response to the environmental challenges related to Climate Change and Clean Air, and is therefore closely aligned to the Clean Air Strategy and Green City Strategy.</p>
3.	HAS THERE BEEN ANY CONSULTATION?
3.1	<p><u>From Vision to Strategy</u></p> <p>The process of drafting a new Transport Strategy started with the launch of the Sheffield Transport Vision in early 2018: <i>“Imagine a Sheffield where everyone can access opportunities and services without transport or mobility constraints. Residents, businesses and visitors in our thriving city can safely move themselves and their goods or products with confidence and without delay. The negative impacts of transport including air quality and noise are minimised, and safety and quality of life is improved in the city as a result.”</i></p> <p><i>“Reliable and clean journeys for everyone in a flourishing Sheffield.”</i></p> <p>A wide-ranging consultation on the Transport Vision brought in nearly 2000 responses, which were broadly supportive of the approaches outlined. The majority of people recognised the need for change to deal with transport problems, with congestion seen as the most important issue. Many were willing to switch from their current ways of travelling to assist.</p> <p>The findings from the Vision consultation were brought together with the wide range of evidence assembled and modelling to test future scenarios as the city moves into a period of growth in population along with the jobs and homes needed to support this.</p> <p>Given the decisive findings from the Vision consultation and the strong evidence base presented underpinning the Strategy, Members adopted the ensuing Transport Strategy with a view to more work being done on the schemes that flowed from its principles.</p>

3.2	<p><u>The need to build confidence in our emerging programme</u></p> <p>In view of the scale of the emerging programme, initially estimated at £1bn over 20 years, it was agreed the next stage should involve a more targeted engagement with key stakeholders to sift for new evidence and tease out the implications of the new approaches that the policies in the Transport Strategy set out.</p> <p>In addition, it was acknowledged that there was a degree of tension between the different headline objectives around the economy, environment and equality. Future schemes would be measured against a set of Conditional Outcomes (“stretch” targets) but these had been weighted largely to serving Sheffield’s economic needs. If greater emphasis was given to the environment or aspects of equality, such as health, this would impact scheme prioritisation.</p> <p>To give a concrete example -- early prioritisation of active travel schemes showed a preference for an area wide treatment to enable cycling in the south of the city in order to relieve congestion into the city centre and free up some highway space for more economically important longer distance trips. But from an equalities perspective, when taking into account inclusion and health indices, a strong case could be made for a cycling network serving the east of Sheffield, currently in the proposed second tranche of schemes.</p> <p>Therefore it was determined that some detailed outreach with the different key stakeholders, each with knowledge and lived experience in these fields, would help to plug some of the gaps in the evidence base and help to create a more rounded view upon which to finalise the Strategy and inform the future programme of schemes.</p> <p>Engagement took place principally around the major Transport Strategy themes – economy, environment and equality – using targeted outreach rather than a public survey. However, a dedicated email inbox was also established so that comments could be received arising from the engagement meetings. Information was conveyed to stakeholders via presentations supplied in advance and at meetings, and copies of the full Strategy as a bound A4 document and smaller summary booklets and leaflets.</p> <p>Appendix 1 to this report sets out the comments received throughout the engagement and the officer responses. What is given here is a high level summary for easier reference summarising the engagement work undertaken by Transport Planning officers with support and input also from Equalities and Public Health and Sustainability teams.</p>
3.3	<p><u>Engagement with key stakeholders: summary</u></p> <p>Targeted stakeholder engagement was conducted to test the three key themes in the Strategy – economy, environment and equality, partly in recognition that there is tension between these different imperatives.</p> <p>We also reached out to the Sheffield City Partnership and a specially convened meeting of transport users in order to hear direct from users and potential users of Sheffield’s transport networks and get a wider economically</p>

inclusive overview.

- A Business Breakfast at Sheffield Town Hall was hosted by Sheffield Chamber of Commerce and Industry (SCCI), an event which coincided with Sheffield's Clean Air Zone announcement, which was therefore a key topic of the open discussion section. However, broadly speaking, employers appeared well disposed to the Strategy proposals.
- For the equalities and inclusion aspects of the Strategy a workshop brought together representatives of the Equality Hub network, Access Liaison Group, Transport4All and public health along with individual disabled people, their carers and others with lived experience or specialised knowledge of transport related equalities issues. The sessions helped confirm that current transport provision is far from suitable or adequate for disabled people and/or people who suffer exclusion. Fundamental change in how transport is designed and delivered would be required to enable fuller participation in Sheffield's economy and society more broadly.
- Sheffield Green City Partnership (GCP) considered the environmental challenge of delivering a zero carbon public transport system and low carbon transport as a whole, as a contribution to reducing CO2 emissions. It was agreed that this required a coherent, whole package where it was clear how much every sector, including transport, needed to contribute to the overall goal. SCR was leading such work on a regional basis. The current target was zero carbon by 2050, but there was not yet an understanding of how the various sectors – industrial, commercial and domestic as well as transport – would contribute. Following the Climate Emergency declaration at 6 February Council this plan, in which transport will play a key part, will be developed over the next 6 months.
- Engagement with transport user representatives brought together bus users, rail users, cycle groups, and organisations with a broad interest in transport including CPRE and local community forums along with individual SCC Members and Parish Councillors from Bradfield and Stocksbridge. There was notable concern about the current state of public transport, particularly buses. The challenge of changing travel habits, including increasing cycling and the impact of TfN ambitions and the potential new road building this involved (some of it in the Peak District National Park) were also raised along with reducing pollution and meeting carbon targets in this context.
- The final engagement session was at the Sheffield City Partnership meeting, with a wide ranging discussion on inclusion and how disadvantaged communities needed to be better connected to services, again the need to improve public transport and active travel options along with reducing the need to travel as future working trends changed.

Detailed comments were also submitted to a dedicated inbox from individuals

and organisations including Peak District National Park, Council for the Protection of Rural England, Cycle Sheffield and Sheffield Green Party.

Some key themes emerging as a result of engagement were

- Public Transport

One consistent theme running through engagement was the need to improve bus services in Sheffield. The reality of declining patronage (both bus and tram) stands in contrast to the Strategy outcome for a 22% increase by 2035. Much focus was on how bus services should be operated in the future.

In terms of future operating models, the next step flowing from the Strategy will be to work with the SCR Mayor to review the operating, business and regulatory model for public transport services in the city to help deliver the uplift in patronage required. Arising from engagement we also acknowledge the need to ensure the design and provision of services, vehicles, infrastructure and information is inclusive and accessible for all, especially people who suffer disadvantage, for example disabled people and also for those most dependent on public transport.

- Active travel

The conditional outputs in the Strategy were subject to some questions which reflected a continuing discussion as to how these had been arrived at. Although this did not provide any information that had not already been considered, it did raise the need for the Council to better communicate the potential for sustainable transport modes and the importance of linking this to proven effective actions. Also, to be aware that the majority of the people switching will be doing so between sustainable modes. This is the case, even where we have a focus on reducing car trips as a proportion of overall journeys, as the Strategy states.

- Future transport and societal trends

Further consideration has been given to “future proofing” the Strategy in response to queries about developments around such as autonomous vehicles and E-bikes.

It is important to acknowledge that there are considerable uncertainties around how changes in technology and society, and emerging Council policy, will effect transport in the future. The declared Climate Emergency being an immediate example of this. To deal with this the Strategy is and acknowledges the need to become more agile in a changing world.

Conclusion

The detail of this engagement is captured in Appendix 1.
The proposed amendments to the Strategy arising from engagement are captured in Appendix 2.

3.4	<p><u>Scrutiny</u></p> <p>In view of the implications of the new transport policies for the city and the strategic fit with SCR's draft Transport Strategy and Transport for the North's wider ambitions, further consideration was undertaken at two sessions of the Economic and Environmental Scrutiny and Policy Development Committee. Scrutiny examined the current position with sustainable transport, given the challenge involved in delivering the uplift in patronage considered necessary by the Strategy. The evidence presented was considered in more detail and appeared to demonstrate to the Committee that the Transport Strategy is both ambitious and realistic in how it had arrived at the targets for increasing public transport use and cycling.</p> <p>At Sheffield Health and Well-Being Board (a cross city body), the Transport Strategy was considered alongside the Clean Air Strategy (CAS). The focus, in view of the Board's health remit, was around the CAS rather than the Transport Strategy.</p>
3.5	<p><u>Considering additional evidence</u></p> <p>Officers drew on academic expertise locally, linking up with Sheffield Hallam University's Centre for Regional Economic and Social Research (CRESR) in relation to a 2018 study on behalf of the Joseph Rowntree Foundation, <i>Tackling transport-related barriers to work in England</i>.</p> <p>Along with the Council's Interim Director of Sustainability, we are also working with the Urban Institute at the University of Sheffield who are pioneering a project linking together a number of cities globally, including Sheffield, around the UN Sustainable Development Goals (SDGs).</p> <p>A pilot piece of work is applying the SDG framework to the Transport Strategy and associated proposals for a Clean Air Zone to test whether the SDGs are useful locally as a framework for evaluating policy proposals. This helps build the case for support for integrated infrastructure investment and thus contributes to making Sheffield a more liveable city, achieving local wellbeing and climate change mitigation as well as infrastructure goals.</p>
3.6	<p><u>Developments since engagement closed: declaration of a Climate Emergency</u></p> <p>After engagement closed, and following the 2018 Intergovernmental Panel on Climate Change Report and the Paris Climate Agreement, in February 2019, SCC adopted a motion declaring Climate Emergency.</p> <p>The Council motion committed Sheffield to become a zero carbon city by 2050, and required a report to Full Council by August 2019, with a more ambitious date for the city to become zero carbon, accompanied by an action plan.</p> <p>This is anticipated to have very significant implications for Council activity, including the Transport Strategy, and importantly including the policy context in which the Transport Strategy is set.</p>

	<p>We cannot know in detail how the transport strategy must respond until the more ambitious date and associated trajectory is determined. Neither can we understand exactly what changes are required until we understand how the wider policy context will change; given it is this wider policy context that drives likely future demands on the transport system and our understanding of it.</p> <p>However, based on work elsewhere (though not specific to Sheffield), we anticipate that the required scale and pace of cuts in carbon emissions from transport (and generally) will not be achievable through provision of new infrastructure and services, as forms the bulk of the Strategy as it stands. Instead we expect the management of the demand for travel, especially but not exclusively by car, will likely be required prior to delivery of transport improvements.</p> <p>A revised Climate Change section has been prepared in response to this change, and is incorporated into the final Sheffield Transport Strategy (Appendix 3)</p>
3.7	<p><u>Conclusion: Changes to the Strategy and issues affecting future programme development</u></p> <p>Although our engagement outreach did not unearth significant new evidence it did provide useful pointers as to concerns around how future transport priorities are to be tackled. It also highlighted serious short-comings in the present transport set-up, notably in the affordability, suitability and reliability of buses. There was also useful qualitative information from those with lived experience of transport issues from an equalities and inclusion perspective.</p> <p>Combined with the additional evidence amassed, it helps gives added confidence to the new approach proposed in the Transport Strategy endorsed by Cabinet in July 2018. It has also assisted in helping to further cement relations with key stakeholders and their concerns about transport in the city and the proposals we are working up.</p>
3.8	<p><u>Other proposed changes to the Strategy</u></p> <p>SCR policies have been slightly amended since the Strategy was endorsed by Members in July 2018 and some of our aligned policy numbers changed as a result. Appendix 2 lists proposed amendments and the minor typographical and other alterations to the document.</p>
3.9	<p><u>Next steps</u></p> <p>Adoption of the Transport Strategy by Cabinet will set the seal on a new set of principles for how transport must work in the interests of the city in the future. Schemes will need to deliver not only for the economy but also for the environment and equality agendas also.</p> <p>Better use of highway space for more sustainable modes (public transport and active travel, principally cycling) is at the heart of this. As previously stressed this requires a major change in how we use our roads and the current</p>

	<p>allocation of highways to cars for parking and movement. This will necessitate significant change, both in policy terms and culturally. It will also involve significant disruption during the construction phase, especially given the scale of the projects involved.</p> <p>When work gets underway it will signal the start of a move away from Sheffield being a “car first” city to becoming a place that is more liveable, fairer and less polluted and therefore more attractive to do business and recruit and retain the workforce of the future.</p>
4.	RISK ANALYSIS AND IMPLICATIONS OF THE DECISION
4.1	<p><u>Equality of Opportunity Implications</u></p> <p>A full Equalities Impact Assessment has been undertaken on the transport strategy. Overall, the Transport Strategy is intended to have a positive impact on accessibility and opportunities for everyone, particularly those most disadvantaged.</p>
4.1.1	<p>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. A Health Impact Assessment has also been undertaken in support of this</p>
4.1.2	<p>Further Equality Impact Assessments will be undertaken as part of development work 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 any potential negative impacts, where possible.</p>
4.1.3	<p>Overall the Transport Strategy aims to contribute to Sheffield being a healthier, safer, cleaner and more accessible city. This should have a particular positive impact for health and wellbeing, young and old, BAME communities, disabled people, women and financial inclusion. One of the aims of the 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.</p> <p>The individual projects identified over a 15-20 year timescale to deliver the strategy will require mandates, business cases and EIAs in their own right to demonstrate success. These will show if there are any impacts on specific communities and how the Council has consulted and how it will mitigate any potential negative impacts where possible.</p>
4.2	<p><u>Financial and Commercial Implications</u></p>

4.2.1	<p>The momentum achieved in developing the Sheffield Transport Strategy has been significant and the engagement undertaken on it has confirmed that support for action is high. However, whilst the commitment that the City Council has made in defining our Transport Strategy has been essential if the ongoing development and delivery of an aligned delivery programme is not invested in it will have been to no end.</p>																		
4.2.2	<p>A programme based on a reactive approach to short term funding opportunities (such as the different competitive Government funds that are made available at short notice) will mean that there will be a limit on our ability to put forward our priorities and will particularly constrain the most transformational medium to long term projects the City will require. This reactive approach also provides greater risk to the ability to successfully deliver on time and to budget.</p> <p>Whilst we will seek opportunities to secure funding through competitive processes having a commitment to developing a pipeline of transport infrastructure based on the actions identified in the strategy is key. This will take time and upfront financial support to develop, but would place the City Council in a much stronger position to be able to evidence our needs, building robust business cases and ensure that our infrastructure priorities are developed to take advantage of potential future funding opportunities.</p>																		
4.2.3	<p>Work has been undertaken to estimate the likely cost of the potential delivery programme that flow from the Strategy. The initial figure of £1bn over 20 years has been refined into a series of programme cost scenarios for a programme through to 2030. These are shown in the Table 1 below.</p> <p>This is also broadly in line with the National Infrastructure Assessment undertaken by the National Infrastructure Commission on behalf of the Government. This recommends stable, large scale funding be allocated to devolved authorities in the future, starting in financial year 2020/21.</p> <table border="1" data-bbox="320 1361 1437 1742"> <thead> <tr> <th data-bbox="320 1361 635 1487" rowspan="2">Programme Scenario</th> <th data-bbox="635 1361 879 1487" rowspan="2">Overall cost</th> <th colspan="2" data-bbox="879 1361 1437 1420">First 5 year:</th> </tr> <tr> <th data-bbox="879 1420 1158 1487">Development cost</th> <th data-bbox="1158 1420 1437 1487">Delivery cost</th> </tr> </thead> <tbody> <tr> <td data-bbox="320 1487 635 1581">Full Strategy Actions (Unconstrained profile)</td> <td data-bbox="635 1487 879 1581">£805m</td> <td data-bbox="879 1487 1158 1581">£18.9m</td> <td data-bbox="1158 1487 1437 1581">£230.8m</td> </tr> <tr> <td data-bbox="320 1581 635 1648">Full Strategy Actions</td> <td data-bbox="635 1581 879 1648">£784m</td> <td data-bbox="879 1581 1158 1648">£16.3m</td> <td data-bbox="1158 1581 1437 1648">£144.3m</td> </tr> <tr> <td data-bbox="320 1648 635 1742">Reduced Delivery Profile</td> <td data-bbox="635 1648 879 1742">£373m</td> <td data-bbox="879 1648 1158 1742">£8.2m</td> <td data-bbox="1158 1648 1437 1742">£85.1m</td> </tr> </tbody> </table> <p>Table1 – Transport programme cost scenarios</p>	Programme Scenario	Overall cost	First 5 year:		Development cost	Delivery cost	Full Strategy Actions (Unconstrained profile)	£805m	£18.9m	£230.8m	Full Strategy Actions	£784m	£16.3m	£144.3m	Reduced Delivery Profile	£373m	£8.2m	£85.1m
Programme Scenario	Overall cost			First 5 year:															
		Development cost	Delivery cost																
Full Strategy Actions (Unconstrained profile)	£805m	£18.9m	£230.8m																
Full Strategy Actions	£784m	£16.3m	£144.3m																
Reduced Delivery Profile	£373m	£8.2m	£85.1m																

4.2.4	<p>The above table of programme costs is beyond the current financial resources available to the Council. It is anticipated that the 5 year development costs will require direct Council funding support. Further work is to be undertaken to develop these scenarios into a formal funding request for approval by Members to consider against the other competing priorities.</p> <p>However, providing this development funding to develop our Transport Strategy actions into a defined programme of projects will mean that we will be in a stronger position to work with Government, Transport for the North, National delivery bodies (HE/NR/HS2) and Regional partners to support and adopt the City's priorities, and ultimately secure the additional significant levels of funding required.</p>
4.3	<u>Legal implications</u>
4.3.1	<p>The Transport Act 2000 ('the Act') places a duty on local authorities to develop policies which will create a safe, efficient, integrated and economic transport system that meets the needs of persons living or working within the city. The implementation of the new Transport Strategy is intended to fulfil this duty. The Act also imposes a duty on local authorities to carry out their functions so as to implement those policies. Foregoing proposals which are pursuant to the aims of the endorsed strategy will be the subject of separate reports where the legal implications of each will be separately addressed.</p>
4.4	<u>Other implications</u>
4.4.1	<p><u>Environmental and sustainability implications</u></p> <p>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.</p> <p>Transport investment decisions will be shaped to closely align with the Clean Air strategy. As stated in the Clean Air Strategy the City has been directed by Government to undertake a Clean Air Zone Feasibility Study to achieve compliant levels of Nitrogen Dioxide, which must be completed by the end of 2018, and set out the actions required to achieve compliance with EU threshold NO₂ levels in the shortest possible time.</p>
4.4.2	<p><u>Tackling health inequalities implications</u></p> <p>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.</p> <p>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</p>

	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	<p>One alternative would be to not 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</p> <p>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.</p>
6.	REASONS FOR RECOMMENDATIONS
6.1	<p>There is very strong public recognition that "doing nothing" is not an option, and that the adverse impacts of increased congestion have to be addressed. The proposed Transport Strategy draws on the evidence available to identify key themes and early candidate projects for inclusion in a developing long-term strategic programme (an Action Plan), with further consultation to engage people in that developing programme.</p>
6.2	<p>This process will enable the Council to adopt a clear strategic approach to transport for the next 20 years, in close alignment with parallel work on Transport for the North priorities, with Sheffield City Region investment decisions, and with other cross-cutting work on the Sheffield Plan, the City Centre Plan and housing plans.</p>

This page is intentionally left blank

Appendix 1 – Summary of Sheffield Transport Strategy engagement responses and Officer comments

Business Breakfast

Name / organisation	Comment	Response
Peter Kennan, Chair of Sheffield Chamber of Commerce	Important to acknowledge that the Strategy is not about forcing people out of their cars, rather to peg car journeys at 2015 levels. Neither is it all about the needs of business but growing the GVA of the city is a key objective and cannot be achieved without better transport infrastructure.	No response required.
Stephen Edwards, Executive Director, SYPTE	Buses account for 82% of public transport journeys and have a key role to play in beating congestion. Partnership working in Sheffield has helped secure major investment. For the future, the 2017 Bus Services Act means powers to consider a range of operating models.	No response required.
Peter Kennan, Chair of Sheffield Chamber of Commerce	Requires a challenging 22% uplift in public transport use. Securing the future of Supertram is therefore a “must” as is expansion of the tram-train service. High quality, high frequency bus corridors with smart ticketing are be required to reduce journey times	No response required.
Stephen Edwards, Executive Director, SYPTE	Supertram is also important to Sheffield, carrying over 12million passengers per year. The network has recently seen a five year programme of investment in track renewal. A new major bid to DfT is underway to renew vehicles, signalling and communications in order to secure the network for the long term.	
Stephen Edwards, Executive Director, SYPTE	Tram-train has recently successfully launched creating faster links to Rotherham and offering potential for congestion relief at Sheffield Midland Station.	
Peter Kennan, Chair of Sheffield Chamber of Commerce	Highlighted the significant potential for park and ride hubs, and development of the local rail network particularly around Dore and Dronfield stations. A new station at Waverley and making better use of the neglected Darnall and Woodhouse stations were also possible.	No response required.
Stephen Edwards, Executive Director, SYPTE	Rail, or heavy rail, itself is a much small player with a small journey share but Sheffield station is important to the national network. Investment in additional capacity and rolling stock on	

	key routes is on the way. Northern Powerhouse Rail (NPR) offers great potential but a more immediate short term priority is the creation of a third, fast “path” for a service on the Hope Valley route to Manchester.	
Peter Kennan, Chair of Sheffield Chamber of Commerce	Cycling needs to see a huge rise (570%) and that means “give and take” between motorists and cycling. But better cycling facilities (including those offered by employers) and electric bikes could help achieve this target.	No response required.
Rob Copeland, Sheffield Hallam University	We need to stop apologising for aiming to reduce short car journeys. City centres of the future won’t require cars. Where is the 570% increase in cycling going to come from?	Answered at meeting – in summary, not from existing cyclists but from the general public where there is evidence of trips of suitable distance and in suitable topography such that uptake of cycling is likely if infrastructure is provided for it. Cycling trips would be abstracted from walking, public transport and car in about one third each.
Peter Kennan, Chair of Sheffield Chamber of Commerce	Workplace parking levies (WPL), with smaller employers exempt, could help pay for high quality public transport schemes, but any funding should be clearly ring-fenced so that the benefits were clearly visible	Action in strategy re: WPL is specifically for funding transport projects
Peter Kennan, Chair of Sheffield Chamber of Commerce	Further thought needs to be given to the impact of vehicle charging in a clean air zone or banning some vehicles from a city Clean Air Zone and continued use of bus lanes by all taxi, private hire vehicles and cycles	CAZ out of scope of this engagement. Strategy includes bus lane review action to include consideration of which vehicle are admitted.
Nigel Shaw, Specialised Movers	Everything is focussed around Euro 6, some vehicles have had upgrades that are better than Euro 6, but these aren’t going to be recognised. SCC need a technical specialist when making decisions about exclusion. Specialised Movers vehicles are actually stationary outside premises 70% of the time, feels unfair that they are being penalised. Having to pay charges in both Sheffield and Leeds as an example is going to cripple business. Clients are going to foot the bill and that is going to harm the economy. Feels like a stealth tax	CAZ out of scope of this engagement. Distributional impacts of WPL will be considered as part of any study. CAZ out of scope of this engagement.
Hermann Beck, Holiday Inn	Workplace Parking Levy is going to negatively affect people who don’t have access to public transport (night shift/rural/etc.) Why was C chosen over B? Why not try B first? City Taxis requested a hybrid fleet a couple of years ago but were denied by SCC.	

Peter Kennan, Chair of Sheffield Chamber of Commerce	Praise for the Council's work the Chamber on its transport plans and stressed a similar approach was needed around the CAZ	No response required. CAZ out of scope of this engagement.
Peter Kennan, Chair of Sheffield Chamber of Commerce	Change will not be easy but changing perceptions is the start. Being an ambassador and explaining to colleagues about the reasons for any changes is critical	Development of actions will be subject to consultation and engagement.
Stephen Edwards, Executive Director, SYPTE	Priorities are supporting economic development, helping improve public transport through integration, simpler ticketing and better information. There are major challenges in securing funding both revenue and capital and in meeting Air Quality targets	No response required.
Jon Johnson, Reach Homes	What can we do to support Dan Jarvis and the devolution deal?	Out of scope of this engagement.
Alan Riggall, First	Businesses need to work together with SCC to maximise funding opportunities and meet aspirations	SCC will continue to work with partners – no change required to strategy

Sheffield City Partnership Board

Name / organisation	Comment	Response
Sheffield City Partnership Board	Sheffield's bid to the Transforming Cities Fund would be outside the ring fence for City Regions already up and running with devolved funding so we would have to compete openly (50% of the funding is reserved for Mayoral areas with devolution deals).	This is correct - no response required to strategy.
Sheffield City Partnership Board	Stakeholder/Partnership working - it is unclear how we could get more people involved in the debate. For example the plans around the station will have a major impact on some organisations and businesses.	Development of actions will be subject to consultation and engagement.
Sheffield City Partnership Board	Sheffield City Council is able to build infrastructure and apply for funding to do that but they have little control over commercial bus services.	Will need to be considered as part of bus operating model review action.
Sheffield City Partnership Board	Disadvantaged communities find it difficult to reach places they need to be for health and wellbeing services, for example they have to travel into town and out again to reach near-by services. We also need to think about how we get services to the people (the neighbourhood agenda). The biggest first action is to undertake a study to understand options and the right public transport operating model. There are opportunities and threats	Covered by strategy - no action required. Will need to be considered as part of bus

	to inclusivity. Active travel is the key to delivering local services.	operating model review action. Local Transport Vision consultation highlighted journey speed and cost as issues, broadly consistent with the review of evidence by Urban Transport Group.
Sheffield City Partnership Board	How much research has been done around people's choices re the decline in public transport? How much understanding is there of changing work patterns ie gig economy, flexible contracts and night shift working made difficult by lack of public transport? The drop in public transport use is only a bad thing if people are using cars instead. If they are working from home for example we need to develop a new metric to measure this.	Decline in PT may be problematic even if not leading to additional car trips, if it results in isolation. Register of risks and opportunities should help understand where fall in demand is, and is not, symptomatic of a problem.
Sheffield City Partnership Board Page 188	The perception is that seven hills make cycling difficult. We are a city of valleys as well as hills and all the main routes follow the valley bottoms. Department of Transport modelling work has been utilised in planning and interventions have been prioritised in areas where people are more likely to cycle or leave their car behind. In London bus patronage has declined in recent years, in part due to public transport being disadvantaged by new pollution has gone up due to cycling infrastructure being introduced. In Sheffield we will try to use the Dutch principles of safe cycling and for public transport to be faster and integrated into other forms of transport (eg different forms of junctions with less stop and start).	Propensity tool used to understand potential for cycling considers limitations of Sheffield's geography, and this is factored in based on a general population i.e. not cycling enthusiasts. So aspiration is considered realistic notwithstanding topography in parts. Deliberate choice in strategy to not have an isolated cycling ambition, to ensure this does not disadvantage public transport.
Sheffield City Partnership Board	From 1995 to 2015 to 2035 the transport landscape would look very different. How much preparation has been done for autonomous vehicles, Uber, electric shuttles etc? We need to design adaptability into what we do.	Considered addressed with existing actions. Will invariably change over time. As we are so uncertain about how future technology will play out and what influence we will have the main action is to maintain the register of threats and opportunities tech change/working patterns/climate change etc.
Sheffield City Partnership Board	There is focus on capital expenditure and policy issues, for example the choices around the Clean Air Zone.	No response required.

Name / organisation	Comment	Response
Cllr Jack Scott	If the city is to deliver the changes required, such as decarbonisation of the transport network, then a robust discussion is essential. As well as understanding the technical challenge the city needed a wider approach involving private, civic and state sectors working together to explain the quality of life benefits for the city and its people.	Development of actions will be subject to consultation and engagement.
Cllr Neale Gibson	Has attended a conference of core cities which was looking at how people would travel in the future. If there was to be a shift from “private” to public means of travel then a significant place to start was with organisations which generated journeys.	Potential impacts of changes to be monitored by action to maintain register of threats and opportunities.
Martin Toland, Amey	One third of their fleet was currently electric but the aim was to achieve 100per cent. Amey was also actively encouraging its employees to switch to active travel and public transport. He felt that there were lessons to be learned from cities across the world which were succeeding in fleet conversion.	Agree. To be picked up as part of Roadmap to Decarbonisation action. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
Adrian Anderson, Arup	More could be done in providing infrastructure for charging electric vehicles (EVs). It is important to acknowledge that if charging points were located in better off areas this could worsen inequality; in areas of denser housing and no off street parking, space is more limited so creative thought would need to be given to finding community hubs for charging EVs. These could provide the future network for autonomous vehicles as technology progressed.	To be picked up as part of Roadmap to Decarbonisation action. Challenge at this point is inadequate understanding of how the most effective charging infrastructure can be delivered to respond to likely technological and behavioural aspects.
Peter Kennan, Sheffield Chamber of Commerce	Warned that EVs did not resolve pollution as they still created particulate pollution. He stressed the role of large employers in changing travel choices and a shift to active travel. Large fleets, such as buses and taxis, could be retrofitted or upgraded to reduce pollution. Businesses could be won over to support for such as a Workplace Parking Levy (WPL), as pioneered in Nottingham, provided that the funding was ring-fenced and delivered transport improvements.	<p>Proposal is not to facilitate growth in traffic despite growth in economy, population and so movement is, in part for this reason.</p> <p>Clean Air Strategy deals with retrofitting of vehicles in respect of Air Quality.</p> <p>Action in strategy re: WPL is specifically for funding transport projects</p>
Cllr Jack Scott	A visit to Nottingham had been helpful in understanding how WPL worked to the benefit of the city but that more work would be needed to understand the viability of such a scheme for Sheffield	Findings of discussions with Nottingham CC will form part of study into WPL.

John Grant, Sheffield Hallam University	Asked how much the CAZ would it contribute to reducing CO2? He suggested that transport might need to contribute greater than its projected 45% share to the new CO2 goals, as other sources had already achieved significant savings	CAZ not intended or expected to result in material change in CO2 emissions – hence separate Roadmap to Decarbonisation action.
Peter Kennan, Sheffield Chamber of Commerce	Turning to the CAZ, he said that business could understand the health case for such measures but would not want to be placed at a competitive disadvantage with other cities such as Leeds where a “B” rather than “C” Category zone was intended. One practical implication of the zone would be that taxis “plated” from such as North East Derbyshire would not want to cross the Ring Road and incur the charge.	CAZ beyond scope of this engagement exercise.
Cllr Jack Scott	Much more work would need to be done to improve transport in the city alongside the CAZ in order to deliver the necessary CO2 savings. This needed a coherent, whole package where it was clear how much each sector needed to contribute to the overall goal.	Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
Prof Lenny Koh, University of Sheffield	Decarbonisation of the energy sector was crucial to meeting CO2 targets.	Potential for and limitations of this will inform transport decisions – needs to follow from Council-wide report on achieving a Zero Carbon City. This is reflected in revised Climate Change text.
Mark Whitworth, Interim Head of Sustainability, Sheffield Council	Indicated that SCR was leading decarbonisation work on a regional basis. The current target was zero carbon by 2050, but there was not yet an understanding of how the various sectors – industrial, commercial and domestic as well as transport – would contribute. Sheffield needed to decide should it set its own CO2 targets, separate from but aligned to, the City Region	
Chris Broome, Sheffield Climate Alliance	Pointed to the contradiction in seeking to reduce CO2 emissions and the Northern Powerhouse ambition to increase journeys between major cities in order to drive growth.	These tensions are acknowledged and will need to be considered by Council-wide report on achieving a Zero Carbon City. This is reflected in revised Climate Change text.
Jenny Carpenter, Sheffield Climate Alliance	Preventing the need to travel by planning homes close to employment hubs needed to be prioritised in Sheffield’s future Local Plan.	Comment to be passed to Planning colleagues for consideration. Local and national planning policies do seek to minimise need for travel.
Jenny Carpenter, Sheffield Climate Alliance	Major projects such as Midland Mainline (MML) electrification needed to be brought forward	Pre-existing SCC position on HS2 precludes this no change required as of yet (although Council-wide report on achieving a Zero Carbon City may change this).
Peter Kennan, Sheffield Chamber of Commerce	There are important opportunities to form an alliance with key organisations in the East Midlands who like Sheffield had a	Refer to interested East Midlands districts in respect of rail lobbying actions. Strategy text

	stake in lobbying for MML electrification.	revised.
General discussion	<ul style="list-style-type: none"> • Additional pedestrianisation and car free streets • Role of driverless vehicles • Faster bus services with stream-lined routes and a complementary “run-around” network • Reduced car parking in Sheffield City Centre • Mobility scooters for the “last mile” of journeys • Widespread use of electric bikes • Access to leisure destinations • “Cultural” change to support new infrastructure initiatives 	All covered in the strategy – no specific points raised requiring changes to strategy.

Transport User Group

Name / organisation	Comment	Response
R. Marsh, resident	Requested clarification if the strategy is proposing to replace the tram system with buses?	Strategy does not propose to replace Supertram with buses (though there is a risk this may be forced if funding cannot be secured for capital maintenance of Supertram system).
A. Oldfield, Huddersfield, Penistone & Sheffield Rail Users	Would trams be life expired if they'd been kept undercover?	SCC cannot comment not being operator or keeper of the trams.
J. Cromar, Sheffield Transport User Group	Have you considered guided bus? Arundel Gate has a problem with bus congestion and capacity.	At this point, proposed mass transit routes are agnostic on choice of technology (including guided bus), pending further study.
D. Johnstone, Cycle Sheffield	Do the proposed public transport patronage increases require a change in operating model, such as franchising? And can Sheffield do that or would it have to be the SCR?	This will be considered by bus network operation model review action.
D. Stimely, Graves Park Forum	There are major local bus problems affecting people being able to get out and about. The strategy is looking to the future but what can be done for immediate issues?	Covered by day-to-day business through Sheffield Bus Partnership.
S. Parry, Stocksbridge Transport Forum	People who can't use mainstream public transport need more community transport but it should be provided at same standards as public transport (i.e. can't use passes on community transport).	This will be considered by bus network operation model review action.
J. Grocutt, Stocksbridge Council, Sheffield Transport	Differing fares between service providers need equalising.	This will be considered by bus network operation model review action.

User Group		
J. Grocutt, Stocksbridge Council, Sheffield Transport User Group	Which mass transit corridors are you considering? What type of evidence is required?	Potential corridors are listed in strategy. Question re: evidence referred to what officers were seeking as part of the now-completed engagement exercise .
Cllr Trevor Bagshaw, Bradfield Town Council	What do you mean by mass transit corridors? guided bus? Tram? Would these be new corridors? if so where as there is no more space.	To be determined by future study.
A.Barclay, Todays Railways	You have said you want to keep traffic to 2015 level - but what about the 2015 bus timetable changes and how that affected traffic / services?	SCC does not hold this information.
K. Wheat, Friends of Dore & Totley Station	The strategy only show targets for bus and tram, what about targets for rail? Should set individual targets for each mode if we are to grow local rail facilities.	Strategy deliberately does not give specific targets by mode of public transport because work has not been done to identify which modes will be most suited to delivering new mass transit routes.
P D S I N Wrottesley, SYPTTE User Group, Hope Valley Rail User Group, Rail Future	Where has the figure of £800m to bring Midland Station up to standard for HS2 come from and who is expected to pay?	Outside scope of Transport Strategy engagement.
R N Rose, Rail Future	You seem to be supporting the tunnel options put forward by TfN, which puts traffic into the middle of Hillsborough - an already congested area.	Actions re: the Major Road Network will consider impacts on the Upper Don Valley corridor, including at Hillsborough, with a view to making improvements on the A61 to mitigate these impacts.
A.Oldfield, Huddersfield, Penistone & Sheffield Rail Users	In the Upper Don Valley there are major housing developments coming on stream which is growth the infrastructure can't cope with. Need a rail through route - not just to Stocksbridge - but on to Penistone etc. And need a dedicated footpath network to link people to it.	SCR are looking at railway re-openings in the Barnsley and Sheffield area including Penistone / Stocksbridge to Sheffield. Text has been included in the Strategy to refer to this study.
K. Aspinwall, Hope Valley Rail User Group	There is no mention of the Peak District and bus / rail links to it, and no recognition of opportunities to access this important resource, or the health and wellbeing benefits.	The Transport Strategy focusses on access to open space which is particularly important especially in urban areas. Whilst the Peak Park provides an excellent resource it may be less local for more deprived parts of the city.
J. Grocutt, Stocksbridge Council, Sheffield Transport	Why is there not more in the strategy about making better use of cycling?	The strategy sets out our intention to adopt the Sustainable Safety approach to providing for

User Group		<i>inter alia</i> cycling. This is the most successful approach for delivering mass cycling in use today anywhere in the world.
J. Cromar, Sheffield Transport User Group	Cycle lanes are mentioned but not pedestrian safety as a result of cycle infrastructure	Strategy intendeds to separate pedestrians and cyclist. However, this was not necessarily clear from the text – text has been included to make this more explicit.
M. Rose, Rail Future	In London where they have congestion charging cyclists feel safer as car use is reduced.	London’s cycling modal share is well below the model cities we will need to match to achieve the cycling ambition outlined, and facilitate the development of the city without consequences of increasing motorised traffic. However, congestion charging remains as possibility if found to be necessary.
C.Morgan, Friends of Dore & Totley Station Page 193	570% increase in cycle journeys is a massive increase - what is the base figure? How many bikes does that mean? How will you reach that number? i.e. parts of Sheffield are very hilly.	By mode share, per-trip commuting cycling shares are 2%, with a share of 3% for trips to the city centre. We proposed to increase these to 13% and 15% respectively. This is comparable to the existing walking modal share of 12%. In absence of better evidence, we assume these commuting shares are representative of all-purpose shares. Strategy is deliberately targeted to where there is evidence of potential for cycling amongst the general public (as opposed to people interested in cycling), and where there is evidence to match interventions to achieve that potential. This considers impacts of geography – whilst there is potential in hilly areas this is much less than flatter ones and so hilly areas will take lower priority.
Cllr Douglas Johnson SCC	The vision for the future to 2035 - has any work been done on a more transformative vision rather than tinkering with what we already have? we should look forward to a time when the city	The strategy looks to address existing and anticipated issues up to 2035, and includes measures to reduce the predominance of cars

	centre is not choked with cars and more people have moved to walking and cycle.	within the city centre and to achieve shift away from cars toward cycling.
R. Marsh, resident	We have an SCR Mayor but isn't he mayor of nothing as not agreed deal with Other districts?	SCC will continue to work with the City Region and the Mayor's office.
D. Wrottesley, SYPTE User Group, Hope Valley Rail User Group, Rail Future	Some of the problems in South Sheffield are caused by people travelling from outside Sheffield such as from Dronfield.	Acknowledged – proposed mass transit (combined with park and ride) on Sheffield to Meadowhead and beyond corridor is in part intended to mitigate for this.
K. Crowder, Owlthorpe Forum	Queried the statement that development is being constrained by congestion.	It is challenging to directly link congestion to development, and many factors influence the attractiveness of the city for development. However, feedback from business community has indicated concern about the level of congestion in the city, and we know this has knock on impacts for the viability of public transport services because of the impact of increased journey times on patronage. Whilst some cities are able to see marked growth despite congestion far worse than in Sheffield, this is usually in cases where other modes (especially railways) have been able to accommodate increased demand for travel.
Page 194		
Cllr Steve Wilson, SCC	For the Fox Valley development do we have information from the occupier on travel movements to support improvements?	At this point no – the development was opened after the previous census, and for non-commuting trips data on demand for travel is patchy.
A.Robinson, CPRE South Yorks	Motorways are a huge source of air pollution, what are Highways England contributing?	Refer question to Highways England.
A.Robinson, CPRE South Yorks	Carbon targets are not mentioned. How will you achieve carbon reduction?	Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.
A.Robinson, CPRE South Yorks	Why are you not taking notice of the evidence that shows if you increase capacity you increase congestion and demand?	The strategy does acknowledge this (albeit not explicitly) – hence the emphasis on providing for increased travel demand by public transport, walking and cycling rather than through

		<p>highway capacity improvements.</p> <p>In the case of Northern Powerhouse highway improvements, support for these is a pre-existing Council position beyond the scope of this engagement.</p>
A.Robinson, CPRE South Yorks	Why are you supporting TfN proposals?	This is a prior SCC position, beyond the scope of this engagement.
I.Carey, Cycle Sheffield	Is there a formal consultation with public health?	SCC Transport Planning officers hold regular meetings with public health colleagues, who were afforded opportunity to contribute during the drafting of the strategy.
I.Carey, Cycle Sheffield	Have you considered having one transport forum?	This is beyond the scope of the Transport Strategy but will be considered as part of day-to-day business within resource constraints

Comments received following the Transport User Group meeting

Name / Organisation	Comments	Response
<p>SCC Pickersgill, Stocksbridge Walkers are Welcome</p>	<p>In general terms little to disagree with. Key summary would be (1) Encourage walking and cycling, (2) As much people transport as possible via Public Transport, (3) Reduce private car travel. (2) and (3) are interlinked – public transport has to be seen as a (possibly) quicker and (definitely) easier way to travel before users will give up their car – hence bus lanes, clear timetabling, interchanges & integrated timetables/ticketing are all a must.</p> <p>Also new public transport routes needed: Upper Don Valley for example, lots of new housing planned, if no new transport infrastructure the main road will grind to a halt affecting buses too. Using the train line to intro regular passenger train or tram train services would be a relatively cheap win/win, cutting journey times and car use to city centre. Also intro a bus link from Fox Valley to Penistone to link with trains to Huddersfield. opening this line would give a clear signal that SCC is serious about the strategy and wants to see big changes. Ref HS2 - better to ensure local links are quicker than reducing journey time to London.</p>	<p>No action required.</p> <p>Upper Don Valley corridor is identified as a potential mass transit corridor. Possible use of the railway will be considered as part of that work. This is also being investigated by the SCR – we have added text referring to this work to the strategy.</p>

<p>J.Grocutt, Stocksbridge Council, Sheffield Transport User Group</p>	<p>As a Town Council we are looking to work with Sustrans to assess options for improving active travel links from the NCN 627 TPT into the northern Lakelands. This will meet a number of the criteria discussed at the workshop. We have asked Sustrans to look at what needs to be done to link the TPT from Oughtibridge through Deepcar to make it useable for cyclists. The A6102 isn't suitable with no capacity to widen. Need to take action to deal with the additional traffic / transport needs that will come with the new housing being built. Would this piece of work be useful evidence for the strategy?</p>	<p>We would welcome receipt of this work – however, this route does not form a strategic transport priority given the limited opportunity for modal shift away from car for trips to the city centre compared to other parts of the city (a function of distance and topography).</p>
<p>C Morgan, Bradway Action Group</p>	<p>Bradway has high car ownership and least likely to walk or cycle to work - see; DataShine Census. http://datashine.org.uk/#table=QS201EW&col=QS201EW0002&ramp=RdYIGn&layers=BTTT&zoom=14&lon=-1.5085&lat=53.3209. There is an ageing pop and hilly geography, buses are circuitous, infrequent and slow so car use is high. The target to increase public transport use by 22% is therefore challenging. Train services are infrequent and gradients getting to the station make it an unrealistic option for most</p>	<p>The target is a district wide target; there will be considerable variation across the city to reflect local circumstances, and we agree that Bradway is likely to retain high car modal share given challenges in providing for alternative modes.</p>
<p>Johnstone</p>	<p>In the description of access streets the transport strategy says 'Motor vehicle flows in the busiest hour would not exceed the equivalent of around 400-500 cars'. Do you envisage using a 24 hour maximum as well as an hourly maximum? 400 to 500 is quite a wide margin and if the road was busy but not as busy - say 350 cars per hour - with motor traffic the rest of the day this would presumably be unsuited to an access street design. The maximum limit that was mentioned for the cycle street design in Broomhall was the 2500 motor vehicles / 24 hour max - is this the approach you'd use for access streets?</p>	<p>Hourly figures are quoted to give the worst hour – as opposed to daily flows where there is possibility, for example on streets prone to rat running, of especially high flows in peak hours. We would do not proposed to use 'cycle street' type treatments per the Broomhall scheme in all, or indeed many, access streets.</p>
<p>D Johnstone, Cycle Sheffield group response</p>	<p>CycleSheffield response to Sheffield Transport Strategy Sheffield City Council have published their Transport Strategy up to 2034. We especially welcome: •Sustainable safety approach •Valuing health, Healthy Streets</p>	

- Pavement parking ban & repurposing car parking spaces
- Clean Air Zone
- Fundraising/demand management including Workplace Parking Levy

We're concerned about:

- Priorities
- Vagueness on carbon emissions
- Adding car capacity

CycleSheffield support the proposals for active travel and public transport improvements to enable people to choose cleaner, greener, more healthy and efficient ways to travel. However, the strategy needs to be more ambitious in order to "...move away from a 'car first' approach and towards a system of active transport that works for everyone in Sheffield" (Transport Strategy Foreword, p4).

We welcome the 'Sustainable Safety' approach to transport schemes. This (re)designs streets to make it easier for people to use all modes safely, minimising conflict. It needs to be central to transport planning.

We support area-wide schemes which protect communities from through-traffic and make it easier for people to replace short journeys by car with cycling or walking. There needs to be budget for better engagement with these communities. They should not be marketed as 'cycling schemes', but use language and images like Healthy Streets for London.

Greater use of electric bicycles could help meet and exceed the councils modal share targets. The Propensity to Cycle tool (PtC) shows that with electric bicycles and Dutch style infrastructure, Sheffield could achieve a cycle modal share of around around 25%.

This is a misrepresentation of the PTC tool e-bike scenario. The PTC tool's e-bike scenarios assume all Sheffield's residents make travel choices in line with early adopters of e-bikes (including zero pedal cycle usage).

We consider it wholly unrealistic to ascribe this behaviour to the general population, and note Cycle Sheffield offer no action to achieve that.

Crucially, the 'Go Dutch' scenario we are using

Identifying health benefits

We support the proposal to assess transport schemes for health impacts, and to prioritise health benefiting schemes. The strategy should acknowledge that excessive car use contributes to inactivity, declining health and wellbeing of citizens, and increased pressure on health and social care services. A vibrant city needs healthy citizens.

SCC should strengthen its business cases for new transport schemes by capturing their wider benefits. We urge SCC to commit to identifying economic health benefits of active travel, using these two tools: The World Health Organization's Health Economic Assessment Tool for walking and cycling (HEAT) and The Sickness Absence Reduction Tool (SART).

Local funding and managing demand

Central government can't be relied on for adequate funding, so SCC must develop its own funding streams for transport. We support the proposals for a Clean Air Zone and a Workplace Parking Levy and would support the introduction of other demand management schemes, such as congestion charging. Funds raised should be invested in active travel and public transport.

The strategy should explain how SCC will work with regional transport and funding bodies to ensure that funding active travel is a top priority.

We support the Sheffield Parking Strategy, particularly the pavement parking ban and reallocating parking spaces to sustainable travel. We would support further systematic removal of parking spaces following other progressive cities.

is based upon the behaviour of the general population. Whilst these also vary, we have much greater confidence that this behaviour is achievable provided we provide (as we propose) the level of infrastructure to support that behaviour.

Appraisal will be compliant with the requirements of funding partners, which are not determined by the Council.

How not to solve congestion

The elephant in this strategy is major road expansion.

We cannot support the proposals to 'increase capacity' and 'improve junctions' on the Inner Ring Road and 'improve accessibility by road' to the city centre, the Upper and Lower Don Valley. We cannot support new or expanded roads to Rotherham or Manchester. We cannot support road-widening schemes masquerading as public transport improvements.

These 'improvements' will:

- induce more car journeys
- waste money better used for active travel and public transport
- impede people crossing by foot or cycle
- disconnect communities and neighbourhoods

Congestion on Sheffield's roads should not be viewed as a problem which needs to be fixed by more or bigger roads or more efficient junctions. It's an opportunity to provide high quality alternatives more attractive than sitting gridlocked in a car.

These road scheme proposals raise questions about whether a shift away from a 'car first approach' is being taken seriously.

Without demand management that would undermine the Council's pre-existing economic plans (given their emphasis on enabling travel to facilitate economic growth), we will not be able to achieve the outcomes identified for public transport, or for cycling, unless improvements to the Inner Ring Road. This is because capacity constraints on it result in traffic blocking back into the city centre, precluding fast or reliable public transport, or safe or comfortable conditions for walking and cycling – and without intervention this is anticipated to worsen as a consequence of the city's growth aspirations.

In any event, these schemes are also required to improve conditions for public transport, and for walking and cycling, particularly in crossing the ring road.

Carbon reductions

This transport strategy does not show SCC is serious about planning to meet its responsibilities in preventing catastrophic climate breakdown. The strategy is dangerously vague and uncommitted to achieving reductions in carbon emissions, let alone at the urgency and scale required by recent scientific advice. It has clear plans to expand major roads, but no clear pathway for reducing emissions.

The aim to “Develop and enact roadmap to decarbonisation of motorised transport” is welcome, but needs urgent timescales and wider scope. It must consider the potential for transport to be de-motorised, as well as swapping petrol/diesel for electric vehicles.

Policy 8A, “We will intervene to enable a shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable” again sounds nice, but does not commit to anything. The council’s ‘anticipation’ of car journeys in 2034 being 100% of 2015 levels shows how little it expects to achieve.

Analysis from Transport for Quality of Life shows that, even with dramatic adoption of electric vehicles, UK car mileage must still be reduced by 20-60% by 2030 to limit global temperature increase to 1.5C.

We need a target to decrease private car journeys, with scheme development prioritised to achieve this.

Policy 8B states “We will aim to achieve a zero carbon public transport network.” Using energy or manufactured resources cannot be “zero carbon”, without capturing CO2. This wouldn’t be expected within a transport network. The strategy needs credible commitment to specific carbon reductions, not woolly warm words.

Leaving the ‘old way’ needs new priorities

CycleSheffield welcome the acknowledgement that transport planning

The climate change section of the strategy has been entirely re-written to reflect evidence that has emerged since June 2018.

	<p>“...can no longer simply carry on in the old way.’ The ‘old way’ has resulted in congestion, pollution, poor health and widened inequalities. The strategy contains many positive interventions that will reduce these problems, including enabling more active travel.</p> <p>However, it is unlikely that there will be enough money or time to deliver everything in the strategy. We believe that if the improvements to active travel, public transport, and managing traffic demand are prioritised then life in Sheffield will be hugely improved. If the actions which increase capacity for motor vehicles are prioritised then we will not succeed.</p> <p>CycleSheffield call for a genuine move away from a ‘car first’ approach to transport.</p>	<p>Schemes will be prioritised both opportunistically (i.e. to take advantage of funding and other opportunities that present themselves) and on the basis of need and evidence. Noting in particular that any effort to improve cycling, walking or public transport will be dependent on congestion on the Inner Ring Road being manageable such that the city centre can be managed to enjoy low levels of traffic.</p>
<p>K. Aspinwall, Hope Valley Railway Users Group</p> <p>Page 201</p>	<p>documents make no reference to access to the the Peak District, which is an major asset for the residents of the Sheffield City Region. In addition to providing the vital rail link between Sheffield and Manchester, the two worst connected cities of their size and proximity in Europe by both road and rail, the Hope Valley line line provides access to the Peak District. The line's current lack of capacity limits the number of services that can be run.</p> <p>Pressure needs to be kept up on the DfT to put Network Rail's plans to upgrade the line into action. Could the strategy include some brief mention of the need for the line's capacity to be increased and a commitment to ensuring that regular, reliable both train and bus services ensure that this and other parts of the countryside around Sheffield City Region is readily accessible to all.</p>	<p>This relates to the action to support and lobby for rail improvements towards Manchester. Local services will be considered as part of that.</p>
<p>C. Nash</p>	<p>pleased to note some promising words in the document about increasing priorities for buses and encouraging people to use them. when areas are re developed, and the design of roadways changed, can the planners either consult with bus service providers about the likely impact of their plans, or take every opportunity to incorporate bus lanes and other such priorities into them. I suspect that at present such a joined up approach is missing, which means you could be missing a trick (quotes Charter Row as an example of bad planning)</p>	<p>We will continue to work with operators through the Sheffield Bus Partnership.</p>
<p>A.Robinson, CPRE South Yorkshire</p>	<p>TfN commissioned an Independent Carbon Review (ICR) of its STP. The ICR is critical of both TfN’s approach to assessing carbon and the</p>	<p>The Council’s support for Transport for the North is pre-existing and outside of the scope of</p>

outcomes the STP intends to achieve. TfN has taken account of some of the ICR recommendations in the final version of the STP but will not be making any changes to the scope of programmes at this stage because the carbon reduction pathway would not be complete until 2020. TfN notes that it cannot achieve the required carbon targets alone and will require local authorities, such as SCC, to play their part. The ICR para 4.11.1 presents an overview of local transport plans and strategies including that for SCR. The criticisms that it makes about the SCR Transport Strategy apply equally to that of SCC and we urge the Council to act on them.

We believe that SCC should be taking a more robust approach to carbon emission reduction, similar to that proposed by Greater Manchester (see below). A recent report from West Yorkshire Combined Authority found that, while overall emissions are forecast to decrease, the transport sector is expected to reverse this trend with a 28% percent increase in emissions over the period to 2036. This is likely to be caused by minimal changes to the internal combustion engine, the move back to petrol cars from diesel, and a lack of growth in the electric vehicle market. It therefore appears that after a decade of effective carbon reduction, the Leeds City Region carbon reduction trajectory decelerates for the next 2 decades principally because transport emissions show a major increase rather than the equally major reduction required by the Committee on Climate Change if the integrity of the UK's carbon budgets is to be maintained. Is SCC confident that such a trajectory for carbon emissions would not occur in its area?

This evidence was presented to the WYCA meeting 9th November 2018 Agenda Item 13 Energy Strategy and Delivery Plan Appendix 2:
<https://westyorkshire.moderngov.co.uk/ieListDocuments.aspx?CId=138&MId=730>

2. Plotting a path to Carbon Reduction - The ICR recommends that TfN follows the Mayor of London's approach for plotting the path up to 2050 of how emission reductions are going to be achieved and that Greater Manchester's 'Springboard to a Green City Region' report should inform that approach. We urge SCC to use both these documents (links to them below) to bring forward a radical transparent approach towards reducing carbon emissions with robust targets for each mode.

<https://www.london.gov.uk/what-we-do/transport/our-vision->

this engagement.

Roadmap to Decarbonisation to consider. Will likely need to be accelerated in light of declaration of Climate Emergency. This is reflected in revised Climate Change text.

transport/mayors-transport-strategy-2018

<https://www.greatermanchester-ca.gov.uk/media/1317/springboard-report.pdf>

3. Approach towards road building – It has been repeatedly and conclusively shown that increasing road capacity rather than demand managing the space already available generates yet more traffic, is associated with a highly car-dependent pattern of land development, does not benefit the economy and has long lasting adverse impacts on the landscape and biodiversity. We therefore urge you to progress proposed demand management measures, such as work place parking charging, and abandon road building that would undermine these. The latest research (commissioned by CPRE) can be found here: <https://www.cpre.org.uk/resources/transport/roads/item/4542-the-impact-of-road-projects-in-england>

4. Support for the upgrade/dualling of the A57/A628/A616 trunk route – This

crosses the Peak District National Park and its setting, a designation which has the highest status of protection in terms of conserving and enhancing landscape and scenic beauty. Within it planning permission should be refused for major development other than in exceptional circumstances and where it can be demonstrated that the development is in the public interest. National and local policy requires any investment in trunk roads to be directed to developing long distance traffic routes that avoid the Parks.

Given the importance of the Peak District National Park to Sheffield citizens the Council should be seeking protection and enhancement of this extraordinary asset not cutting it in half with what would ultimately become a motorway that would dump huge amounts of vehicular traffic within Sheffield and on the already congested pollute M1. Simply following what is dictated by other authorities would make the Council's aspirations for transport unachievable.

For National Planning Policy Framework, 2018, para 172 and footnote 54 <https://www.gov.uk/government/collections/revised-national-planning-policy-framework>

National Policy Statement for National Networks, 2014, paras 5.147, 5.148, 5.150-5.155

<https://www.gov.uk/government/publications/national-policy-statement->

	<p>for-national-networks For Peak District National Park Authority Core Strategy 2011 Policies GSP1, GSP2, L1, CC1, T1 and T2 https://www.peakdistrict.gov.uk/planning/how-we-work/policies-and-guides/core-strategy Access to the countryside, including the Peak District National Park 'An active leisure economy and a growing reputation as 'The Outdoor City' is seen as an opportunity. One of the contributory objectives to the main objectives is 'Provide good access to residents and visitors to the city's events, cultural offering and outdoor spaces, in particular in the city centre, supporting expansion of the cultural and evening economy and also to outdoor spaces including the Peak District National Park.' Yet the strategy offers nothing to support achievement of this. Although National Park Authorities should be taking the strategic lead on making car-free access to the Parks easier, local authorities need to work in partnership with them to achieve this. Thus SCC should provide high-quality, consistent and up-to-date information about options for car-free access to the Peak District and promote access using the Hope Valley Rail Line. In partnership with the Peak District National Park Authority the Council could develop a 'smarter travel National Park' pilot to test new types of on-demand app-based shared services and the use of travel demand management measures. The Council should further develop and expand Pedal Peak District cycling routes into the Peak District. Campaign for National Park's 'National Parks for All – making car-free travel easier' 2018: http://www.cnp.org.uk/sites/default/files/uploadsfiles/National_Parks_car_free_travel_HIRES DPS.pdf Pedal Peak District: https://www.derbyshire.gov.uk/leisure/countryside/access/cycling/pedal-peak/pedal-peak-phase-iimoving-up-a-gear.aspx</p>	
M Rose, Railfuture Yorkshire	<p>National and Local Context We accept that the Council has policies of supporting the Transport for the North Strategic Transport Plan and other external plans which form the framework for this strategy. In this context the Bradford routing of Northern Powerhouse Rail and the proposed improvements to the A628 over the Peak, including the tunnel are regrettably taken as given by the</p>	<p>This feedback can be considered as part of work towards our rail and/or mass transit actions as they are progressed.</p>

Council.

However we are concerned that Northern Powerhouse Rail route from Leeds to Manchester will make it very difficult to justify a new line from Manchester to Sheffield via Woodhead or any other route. This NPR route is not in Sheffield's best interests and should not be supported. We also feel you should request that the route of HS2 between Sheffield and Leeds be included in a study of rail links between Sheffield Leeds and Manchester.

We are also concerned that the proposed road tunnel and A628 improvements would result in a large increase in congestion in Sheffield, and take money which could more usefully be spent on improving Manchester to Sheffield rail links. We feel that this project should not be supported

We support your investigation of a workplace parking levy, and also the proposed study into the Sheffield Station area.

We welcome the support for improvements to local rail services – particularly Leeds via Barnsley, and at Chapeltown and Meadowhall stations

We also welcome your support for NPR with six trains per hour in under 30 minutes, but are concerned as there is nothing in your plan to suggest how this might be delivered.

Apart from your support for Northern Powerhouse Rail being routed via Bradford, we support your rail proposals. However we do not feel they are sufficiently ambitious.

We feel it is essential that the Midland Main Line from London to Sheffield be electrified as a matter of urgency. Sheffield has an inadequate service to London, and one that is to be further slowed accommodating additional suburban services on the fast lines out of London. The Secretary of State's premise that a bi-mode service will be only one minute slower than an electric service ignores the very real benefits of electrification – reduced carbon emissions, reduced NO2 emissions, quieter for passengers and those living near the line, less wear on the tracks, faster acceleration, lower engine wear. We recommend that SCC works to get the bi-mode/ no electrification decision overturned.

Line speed improvements (track and signalling) are needed to speed up Sheffield- Nottingham journeys, which are unacceptably slow at present. SCC should work with Rail North/TfN. Midlands Connect, EMT, Northern

SCR are looking at railway re-openings across the city region. Text has been included in the Strategy to refer to this study.

The Council's support for Transport for the

and local MPs to put pressure on Network Rail to make such improvements a priority.

There is a pressing need for a seven-day railway, with better evening and weekend services. An example is the very poor evening service from Leeds to Sheffield, causing people to drive to Leeds for an evening out. A part of the reason is that Sheffield has no depot for Inter City trains so they go elsewhere to be stabled at night. A Depot in Sheffield would give greater flexibility to Northern and to East Midlands Trains.

Dore & Totley

There is huge potential for enhancing rail accessibility and reducing road journeys to Sheffield Midland station by transforming Dore & Totley station into a "South Sheffield Parkway". Dore & Totley has consistently seen passenger growth well above the national average and is used by passengers from across the south and west of the City and north Derbyshire, particularly to access direct services to Manchester.

Reinstatement of the Midland Main Line platforms would allow direct services to London, the Midlands, East Anglia, the South and the South West. At the same time, construction of a bay platform at the north end would allow local trains from the north of Sheffield to run through to Dore & Totley, thus easing platform congestion at Sheffield Midland.

Other Heavy Rail Opportunities

There are some opportunities for improved heavy rail services, which should be seized where they are present:

- 1 Sheffield – Stocksbridge – a new service using the existing freight line.
- 2 More frequent stopping services on the Hope Valley
- 3 More frequent stopping services from Sheffield to Barnsley, Rotherham and Doncaster.
- 4 New stations at Waverley on Worksop line, Beauchief, Millhouses and Heeley on Dore line.
- 5 Four-tracking of line between Dore & Totley and Sheffield.
- 6 Extending one London to Sheffield service per hour through to Leeds.
- 7 A service from Sheffield via Waverley and Beighton to Chesterfield using the Old Road

Road

We are concerned that the proposed A628 transpennine improvements including the tunnel will deliver large a volume of traffic at Hillsborough, which will lead to severe congestion. We do not feel that the City Council

North is pre-existing and outside of the scope of this engagement. Actions re: the Major Road Network will consider impacts on the Upper Don Valley corridor, including at Hillsborough, with a view to making improvements on the A61 to mitigate these impacts.

Taxi upgrades are dealt with in the Clean Air Strategy and Clean Air Zone proposals.

Strategy deliberately does not give specific targets by mode of public transport because work has not been done to identify which modes will be most suited to delivering new mass transit routes.

<p>Page 20</p>	<p>should support this. The money would be better spent on rail improvements.</p> <p>Light Rail We also welcome your support for renewal of the Supertram network and future extensions The current Sheffield Tram service is an excellent service. We support your extension proposals.</p> <p>Air Quality We support your proposals on air quality- but are concerned that that your proposals to upgrade the taxi fleet lack urgency – the air quality is very poor in the station area</p> <p>Demand Management We support your proposal for a Workplace Parking Levy – if it used to fund improvement to rail and tram services, as in Nottingham.</p> <p>Plan Part Two – 2025 to 2035 We would like to see more emphasis on rail improvements during this period.</p> <p>Monitoring We would like to see targets and monitoring against those targets for heavy rail and tram usage</p>	
----------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

<p>Sheffield Green Party</p>	<p>Sheffield Green Party response to Sheffield City Council Transport Strategy (January 2019)</p> <p>General We welcome the publication of this Transport Strategy, which sets out the direction of travel for transport in the city over the next 10-15 years. However, the general tone of the Strategy is that it is ‘behind the curve’ in recognising and addressing the transport issues facing Sheffield, particularly in relation to car dependency and usage. Cllr. Scott’s foreword implies that the Council has been applying a ‘car first’ policy up to now, while many other UK cities have long since abandoned a ‘car first’ policy and have been seeking to change the equilibrium away from cars towards more sustainable modes for many years. Some of Sheffield’s neighbouring (Labour-controlled) cities, such as Nottingham, Manchester and York, are far more advanced in their approach to tackling car dependency and in pursuing progressive sustainable transport policies,</p>	
------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--

and Sheffield should learn from these.
While the Strategy recognises the seriousness and scale of the issues to be tackled, it also appears to be overly accepting of car use and dependency, and over eager to accommodate growing car use and consequent road expansion. Statements such as “we will consider how transport can improve quality of life and the environment for everyone” does not imply a sense of urgency, or recognise that there is ample evidence and good practice out there already on how this can be achieved.

While the Strategy rightly sets out its policies and a medium to long term programme of schemes and projects to implement these, it is important to recognise that a good transport system is not just about expensive infrastructure schemes. The strategy talks of “building a great transport system”, and while there will be a need to build some new infrastructure, there is much that can be done with the infrastructure we have. This includes more efficient use of road space, better highway and traffic management, improved maintenance and small scale localised upgrades.

Approach

To show that it is moving away from a ‘car first’ approach, it would be good to see the Council adopt a ‘road user hierarchy’ putting the most sustainable modes at the top and cars towards the bottom.

As a general principle, all highway-based schemes should follow the road user hierarchy in terms of how they prioritise the modes, while recognising that some schemes are more mode-specific.

There is a need to ensure that all the Council’s departments, processes, contracts and policies support the objectives of the Strategy. At present this doesn’t appear to be the case. For example, the planning system is not being used as effectively as it could be to secure improvements for sustainable transport as part of new developments. In many cases, such improvements are not provided even where they are required by planning conditions. The lack of provision for cycling at the IKEA development is a case in point, while in other recent cases cycle parking has not been provided as required by condition. These are cases where the developer should have funded improvements, so it is not a case of lack of Council funding, but a lack of Council planning enforcement. Opportunities for third party-funded improvements should be maximised.

Enforcement is another issue that is neglected, by both the Council and the Police. The Council needs to secure more powers over moving traffic offences, and make use of the powers it has, e.g. through greater use of cameras to enforce bus lanes and gates. The Council also really needs to up its game on parking enforcement, which is sadly lacking in most areas of the city, leading to parking 'anarchy' with vehicles frequently parking on pavements and double yellow lines, and blocking cycle tracks, cycle gaps and bus lanes. If sustainable transport is to be prioritised, this needs to be supported by robust parking enforcement that targets obstructive vehicles.

Specific Points

There are a number of references to 'faster' movement of traffic and public transport. Whilst speeding up journeys in general is a good thing, on many roads traffic goes fast enough and to encourage it to go faster could increase road danger and casualties, severance, noise and emissions. Speed of traffic needs to be appropriate to the road hierarchy, with local residential roads being made 20mph, with traffic calming where necessary. There should be a city-wide review of speed limits, with adjustments where necessary.

It is unclear what is meant by high speed mass transit corridors, but in general we support efforts to get more people out of cars onto public transport for journeys into the city centre and on other key corridors. by either bus, tram, tram-train or train. This needs to be supported by park and ride car parks on the outskirts of the city, and greater priority for public transport, including at traffic signals.

Parking policy is a key issue that is not given much prominence in the Strategy, although there is reference to a Parking Strategy. The availability and price of parking is a key factor in influencing whether people drive or use an alternative mode. Whilst the Council does not own and control all car parks, it does have considerable influence over parking, particularly on-street. There are still places in and near the city centre where people can park for free due to a lack of controls or enforcement, including widespread footway parking, and uncontrolled streets east of the station in the Norfolk Park / Park Hill area. The Council

The strategy says this.

Mass transit proposals include park and ride where appropriate, and may take the form of bus rapid transit, guided buses, tram, tram train, local heavy or light rail or another mode, to be determined by future work.

The parking strategy deals with parking, including regulation, enforcement and pricing.

This addressed these points, and is outside of the scope of this engagement.

needs to eliminate all free daytime on-street parking in the city centre, except for Blue Badge holders (which need to be enforced), and with the support of local residents introduce CPZs and charges where they do not currently exist in and around the city centre.

Parking time limits and charges should also be reviewed in district centres, to support local businesses while deterring all day employee parking. We would support introduction of a Workplace Parking Levy, subject to the revenue being spent on improving sustainable transport and traffic demand management.

Whilst the Strategy references the air pollution breaches and need to introduce a Clean Air Zone, which we support, it seems to place too great an emphasis on expanding highway capacity to accommodate growing volumes of traffic. For example, on the Inner Ring Road, new capacity on the inner ring road and elsewhere should be prioritised for public transport and cycling, or at the very least high occupancy and low emission vehicles, including taxis and motorcycles.

There is little reference to reducing the need to travel, through technology, demand management and the land-use planning system.

The reference to deprivation on page 21 could refer to the proportion of households without access to a car, generally around 30% in Sheffield but probably higher in inner-city and deprived wards, and amongst groups such as the elderly and students. It could also refer to the fact that the more deprived areas tend to suffer more from air pollution and heavy traffic.

In terms of technology, Sheffield is behind the curve, with inadequate coverage of real time information at bus stops, and electric vehicle charging points. It is disappointing that Sheffield is only just “developing a plan for charging and re-fuelling infrastructure”, while other cities have already installed extensive charging infrastructure. Better use could also be made of the electronic information screens on main roads to convey messages about safer driving and sustainable travel. The city’s traffic signals also need a major overhaul to make them more ‘intelligent’ and responsive to demand and specific road users i.e. prioritising sustainable modes.

A replacement needs to be found for the Ofo cycle hire scheme, which

The Inner Ring Road is about routing traffic away from from destinations (in particular the city centre) which need to provide an attractive environment. Public transport, walking and cycling needs to penetrate and access those areas – hence the focus for those modes on crossing the ring road rather than circulating around it.

Additional text has been included in the Health and Wellbeing section to acknowledge adverse distributional impacts of transport system.

Dealt with by the action in respect of Network Management Policy

Action in strategy has been revised to reflect

despite some misuse, proved very popular. This could include development of 'park and cycle' car parks on key arterial roads into the city centre. Sheffield also needs to expand its car club coverage to provide an alternative to car ownership, particularly in areas of parking stress.

Page 36 refers to "providing for it [car travel] and mitigating..." which contradicts efforts to discourage car use, while page 38 refers to pedestrians and cyclists being potentially prohibited from arterial roads, which we strongly oppose, except on fast dual carriageways.

Cycling needs far greater high-quality provision, including more segregated and traffic-free cycle routes, contra-flow lanes on one-way streets, cycle gaps in road closures, and greater priority at crossings of main roads, including the inner-ring road. Far more public cycle parking is required in the city centre and district shopping parades etc, to accommodate existing levels of cycling let alone significant growth. All public realm schemes should make provision for cycle parking close to key destinations. It is disturbing that the Strategy raises the possibility of banning cyclists from bus lanes, without any alternative provision.

Buses can be speeded up significantly by reducing cash payments on board, through greater roll out of pre-paid ticketing and card payments. A pay as you go Oyster-style ticket would help. Bus stop infrastructure in Sheffield is very dated and needs significantly upgrading to provide Sheffield with a modern attractive public transport system as in other neighbouring cities. More modern, cleaner buses help attract more users and reduce air pollution. We support a wider review of the bus operating model with a view to the City Region Mayor introducing a franchising system to ensure a high quality and frequent bus service. This should include the re-introduction of the city centre orbital bus, possibly free and electric, and additional outer orbital bus routes, as well as additional limited stop buses from the outer suburbs. We support the proposals for bus only (plus cycles / taxis) streets in the city centre and greater priority for buses at traffic signals and on arterial roads.

current position in respect of cycle hire schemes in Sheffield.

Car clubs are currently commercially led in Sheffield. The Council makes available highway space to support this, and remain supportive of any potential future commercially led expansion, although this is not a priority for the strategy

This is referring to relative priorities – that we should act to encourage drivers to use

We would consider prohibitions of pedestrians and cyclists being limited only to those roads that do not provide access to adjacent land or premises, where it is not practical or proportionate to make safe provision and where there is suitable alternative.

This refers to the relative attractiveness of the two street types for motor vehicle users (including public transport) – for a given motor vehicle trip intent is to encourage the use of distributor roads, and discourage use of access streets. This is key to providing for active modes and so managing car trips.

To be determined by the bus lane review action. As with arterial roads above, if taken forward this would likely be conditional on there being suitable alternative.

To be considered as part of bus network review.

	<p>We also support the renewal, modernisation and extension of Supertram. It is disappointing that Sheffield has done nothing to expand its tram system since it was opened about 25 years ago, while other cities have introduced and then significantly expanded their tram systems since then, such as Manchester, Nottingham and Birmingham. The Supertram ticketing system is also very dated, with only cash payment on board accepted, no card payment or off-vehicle ticket purchasing availability. This must result in significant revenue loss at busy times, undermining the viability of the service.</p> <p>We support improvements to rail serving Sheffield, although the Green Party does not support HS2, which will reduce capacity for local services and bring little benefit to Sheffield. More needs to be done to increase capacity on local trains, particularly at peak times and on key routes. The possibility of opening old lines such as the Don Valley line to Stocksbridge and the Barrow Hill Line to Chesterfield, should be examined, as well as opportunities for new stations and expanded park and ride capacity e.g. at Dore and Meadowhall.</p> <p>A number of issues that are striking by their absence from the Strategy are:</p> <ul style="list-style-type: none"> - any reference to school travel, a significant source of travel demand and one which there are many tried and tested methods to address, including through 'school travel plans'. The city's two universities also generate significant travel demand, yet there is no specific reference to student travel, for which cycling must have significant potential. - any reference to the needs of the disabled and mobility / visually impaired, and their access needs, including those who rely on mobility scooters to get around [and face lack of dropped kerbs, and cars blocking footways in many places]. - road safety, the need for more traffic calming and 20mph zones, safe routes to schools etc. There appear to be no specific casualty reduction targets. 	<p>It is intended a city centre shuttle bus is included as a part of the Public Transport Priority Box proposals, to mitigate for loss of penetration. We have amended the text to make explicit reference to this.</p> <p>HS2 is pre-existing Council position outside scope of this engagement.</p> <p>Potential for these lines is to be considered as part of mass transit proposals.</p> <p>We consider that travel to school and for students requires improvements to infrastructure. Work to date strongly suggests travel to school is quite dispersed around schools, and so we propose this is picked up through broader area-wide cycling initiatives to provide this infrastructure for journeys generally.</p> <p>We have included a number of additional paragraphs, actions and policies to better reflect disability access considerations.</p> <p>Is covered under the sustainable safety</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	<p>- there do not appear to be any modal split targets, only targets for journeys by specific modes.</p> <p>- nothing on how the planning system can be used to reduce the need to travel, manage travel demand and influence mode choice, through travel plans, and provision for sustainable modes, including through section 106 and CIL contributions and planning conditions.</p>	<p>approach. There is a conditional output for casualty reduction.</p> <p>Modal splits are derived from numbers of journeys by specific modes.</p> <p>This is a planning matter to be dealt with by the Local Plan. Transport planning colleagues are liaising with planning colleagues as they continue to work towards delivering the Plan</p>
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

Equalities and Inclusion Stakeholder workshop

For the equalities and inclusion aspects of the Strategy an afternoon workshop at The Circle on 23 January 2019 brought together representatives of the Equality Hub network, Access Liaison Group, Transport4All and public health along with individual disabled people, their carers and others with lived experience or specialised knowledge of transport related equalities issues.

Comments are grouped under the series of questions that were considered during the workshop.

How can travel be made to feel safer for you or your community / communities?	Will this Transport Strategy help you to get to work / volunteer /access services more easily?	Will the Transport Strategy improve your social life / ability to overcome isolation?	What single thing would make public transport more accessible to you?	What would make active travel (walking and cycling) more possible for you?	What can be done to communicate transport options more effectively to your community / communities?
working with people more closely to understand the needs / demands on infrastructure. User experience is critical for informing new plans.	Circular bus routes to connect areas	Design of rolling – stock. 2 Wheel chair spaces and 2 WCs per train is not enough	Allow disabled people travel for free in peak times	Walking - ageing population	to communicate that there are other options, make those other choices more visible and make trials available so that people can see that there are other travel

					options - to encourage more take up of active travel.
faster public transport and a reasonable cost	Cost of travel to people living of benefits etc	Plan ahead for rail travel, Sheffield to Newcastle on the day £300 3 months in advance, £28	First don't listen to customer views – web current 52 complaints all showing First bus has not responded	Walking - maintenance of pavements - street lighting	realtime information needs to be much better and needs to be updated when there are incidents which affect services to direct people to alternatives
reliability of public transport is important. Especially when the service isn't frequent - if it doesn't turn up it's not just an inconvenience it's a safety issue and could be a health issue if you are left waiting in the dark for a long time for the next one.	How to improve accessibility for pwd's – screens – info Glasgow people signing on screen	Bad – the withdrawal of peak travel passes for disabled people has led to a lot of distress to people I know	Disabled persons travel card “I am without speech” : Transaction conducted with this known to the driver	walking - more crossings at busy junctions	realtime info isn't helpful if it isn't correct, or isn't working - it can make travel harder.
announcements on buses should be rolled out to all services now - there is a trial on service 120 but trials waste time when we already know they work on trams etc.	Training for bus drivers / tram conductors	Good – when I travelled by bike in Holland this year I saw several people riding adapted trikes around town (I have yet to see the same in UK)	Travel Training for people with Autism and other issues	walking - design guidance/criteria - with examples	use signs to direct people to alternatives such as P&R before they drive all the way into the city centre.
announcements on buses and trams should be consistent,	Be clear about what can/can't do / how	Taxis and £450 congestion charge! Effect on Disabled	A smile!	walking - reducing pollution	need to cover all needs when putting out travel information

and if the system is fitted should be used (some drivers don't).		access			/ realtime etc - including voice recordings etc.
need better inclusive cycle infrastructure to make it a safer option.	Partnership working	Suburbs – Mosborough (Sheffield) only Stagecoach for main routes, limited stops started, bus routes cancelled e.g. Killamarsh 71	More time to get on and off. Bus and Train – 3 minutes	walking - network exists	use apps such as Move It, which is a very good
inclusive cycling - need to provide active travel infrastructure that is fit for different cycle types. Including cycle parking. By just catering for standard cycles rules out people using trikes, trailers, load carrying cycles.	National trend – using transportation less fundamental charge needed	Frequent Free 'Nipper' service – Access to the wheelchair space More than 1	Safety issues with other commuters: conductors are important to have!	walking - width of pavement	listen to transport users - more engagement with people who are actually using the services.
the issue of safe parking of trikes and electric cycles - this affects travel choices	Freebie – accessible vehicle good	Oyster Card style travel – A Sheffield Transit System	Confidence in help onto trains; booking ahead but arriving with no help expected	walking - camber	make more use of social media for travel information.
should have inclusive hubs in more places where people can try out different types of bikes before buying their own - encourage people to have a go. High cost of adapted trikes means you are asked to make an	Supertram extensions?	Frequency of buses throughout the day – into the night. Castle college bus from Chesterfield '53' goes down Duke Street not Granville Road – A longer walk,	Wheelchair charging points – as part of policy. – on vehicles : bus/train – at interchanges	walking - street furniture	Not just digital! Will exclude many

uniformed choice because of lack of access to trial trikes.					
we should be building infrastructure fit for potential use rather than having to retrofit in future	More joined up e.g. interchange no longer works	night time safety issue	More frequent bus and tram services in the evening and at weekends (including late night services after 11.30 pm)	walking - dropped crossings	Printed timetables on buses (not limited as current)
addressing congestion would have a positive knock on effect for public transport and taxi users.	Where new tram extensions go e.g. to hospitals (rather than shopping centres at present)	Mosborough cut out of routes	Extending the tram network to areas currently without it (but appreciating it may not be possible due to physical constraints in many areas)	walking - seats to rest	All languages / formats
Get down car travel to the city centre - need better public transport	Low cost public transport to entice people out of cars	Equality means lots of things: Poverty, Disabled Access, Health		cycling - needs a network including safe parking, for all types of bikes	Make benefits more obvious / convenient, cheaper, quicker etc
safety on roads - there is conflict between different modes particularly at junctions.	Public transport staff attitude can take away people's independence (needs training)	No reference in the strategy to taxis : making taxis the service they need to be		cycling - businesses to provide for staff - include shower facilities	More local info points (hubs in communities) not just central interchanges
improve train station - trains never on time	Car journeys often faster than bus – needs changing to get people out of cars	Disability equality training for drivers Bus and Taxi		cycling - tramlines are very slippery and dangerous for bikes	Local media – magazines, forums, TV, news
make tram lines not accessible for cars.	Stop competition/profiteering by private bus companies	Booking accessible taxis as easy as 1 – click		Greater width for footways so people can pass one another freely for both more functional journeys e.g. in town as well as	Public engagement sessions

				for footpaths	
buses need to be bigger / longer	Only one wheelchair space per bus(Government requirement not local). Does this mean a husband and wife should travel separately?	Need for all taxis to be accessible TX 1,2,3s £40K cost		Availability of inclusive cycles – e.g. trikes and infrastructure to accommodate them	Workplace (transport plans, car sharing)
more cycle lanes	New tram – really big wheelchair space – fit two on together	Cycle Barriers that block adapted cycles. No barriers – policing of miss-use		More places to rest/ for refreshment, accessible seats at bus shelters	Continued partnership / forums
need to improve consistency of pricing - some drivers overcharge	Are we complying with the law in all this?	Needs to deliver more frequent bus and tram services in the evening and at weekends		Not removing controlled pedestrian crossings	Better cycle maps
improve quality of public transport	Having to book way in advance for community transport – not an adequate service – needs better funding			Continuity of cycleways	Incentivising options (deals, discounts)
need to improve provision of dropped kerbs and think about where they are located - for both wheelchair users and adapted bikes. They are not always in very helpful places, if there at all.	Wheelchair users need to be confident they will be able to get on the bus – free / low cost taxi back up as on railways – have the same right to transport as everybody else			Inclusive/accessible infrastructure for all pedestrians	Info on tickets (onward travel / deals)

frequency of public transport varies throughout the day - less in evening which makes getting out more difficult	People who can't/don't work/volunteer etc. still need equal right to access transport			Dropped kerbs/controlled crossings on all four legs of road journeys – so don't need to go around three sides to cross one road	Informing personal carers
role of conductors on trams to manage capacity issues	Large wheelchairs/scooters find space on bus too small			Cyclists stopping at pedestrian crossings	Bus connectivity
stop prioritising traffic over people	Drivers/conductors still not moving buggies out of wheelchair space – they need the confidence that they will be backed up			Dropped kerbs in the right place, not parking on dropped kerbs of footways, no overhanging vegetation, direct routes/desire lines being accessible	Back on board ½ price bus travel for jobseekers (not widely advertised)
freedom from sexual harassment in public transport	New single decker Stagecoach buses have marked wheelchair and buggy space separately – should be rolled out more widely			Controlled crossings need to prioritise pedestrians over vehicles – pedestrian only phases at junctions	A single web-site where you can purchase tickets for all the different public transport companies
Perceptions of safety – fears of being out (crowds, school kids, gangs, lighting, night time)	No right turn by Hallamshire car park needs enforcing			More active Shopmobility service in city centre	
Increase in cycling	Buses need to be more direct, reliable and quicker			Bigger/faster scooters should be on road where safe	
Know the line	Better education for staff public rather than relying on signs – face			Disable people to point out where public transport links are	

	to face communication			missing (all journeys start and finish by walking)	
Lighting	Criteria for bus passes need to be more transparent and process easier to navigate (ditto blue badges)			Continuous consultation on improvements	
Guards/staffing	Ticketing is a key issue – need cheaper, simpler, integrated ticketing across all forms of public transport			Better cycle routes. • Cycle routes segregated from motorised traffic (but also why not allow cyclists to cycle on pavements in rural areas where there are few pedestrians).	
Reporting	Extending the tram network should be a top priority				
Mechanisms					
Find hotspots					
Design of public spaces					
Design of new development					
Transport schedules + frequency of services					
Extension of supertram					
Joined up cycle education					
Segregated cycle ways					
Shared awareness +					

dialogue + education early study					
Misuse of disability protected space eg seat, car parking					
The sensory environment on public transport					
Harassment					
Awareness signage our responsibility multi – media quiet coaches “concept”					
Intervening “culture					
Cctv					
Subsidised travel for more groups (uni credit, etc)					
Bus reliability					
Taxi access / understanding					
Lack of seats on trains					
Bus pass					
Price					
Cyclists using bus lanes					
Inner city walking routes					
Parking on pavements					
HGV’s on city routes					
Better enforcement of speed limits					

Cycle routes segregated from motorised traffic (but also why not allow cyclists to cycle on pavements in rural areas where there are few pedestrians).					
--------------------------------------------------------------------------------------------------------------------------------------------------------	--	--	--	--	--

Some 30 people attended the workshop for a presentation on the Strategy followed by two sessions with workshop groups focussing on key questions set by transport planning and equalities officers. These considered how to improve aspects of transport for people who are excluded or with protected characteristics focussing on aspects including safety, access, connections to jobs, services and opportunities, how to enable active travel and overcoming isolation. Again, this brought to light a range of issues and especially detail about the barriers to travel including for people with protected characteristics.

Valuable insights were gained from people with lived experience from equality and inclusion perspectives.

The sessions helped confirm that current transport provision is far from suitable or adequate for disabled people and/or those who experience exclusion. Fundamental change in how transport is designed and delivered would be required to enable fuller participation in Sheffield's economy and society more broadly, something that will be captured through the development of future projects and through the specific engagement on them.

We have included additional text in strategy and an additional action in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people.

We have also included additional text in our review of aims and objectives to reflect that the design of infrastructure and services needs to address the needs of disabled people, and that they are actively involved in achieving this. We have also included a new policy (9C) to this effect.

Additional comments received after the workshop

Name / organisation	Comments	Response
<p>Access Officer</p>	<p>"Disabled people are distinct from others with protected characteristics in the steps that may need to be taken to advance equality of opportunity for them. In summary, the need to eliminate unlawful discrimination and to advance equality of opportunity between disabled people and others by meeting their different needs involves taking steps to take account of disabled people's disabilities, and may involve treating them more favourably than others. This has obvious implications for the inclusive design of proposals.</p> <p>"</p> <p>Walking and cycling (or travelling by foot or bicycle) are grouped together at numerous places in the strategy, not least within the Sustainable Safety approach and the 'Healthy Streets' themes. It is a frequently made comment, but I believe it bears repetition, that the needs of those two user groups need to be considered and provided for separately. The emphasis on cycling in the responses to the transport vision raises concerns about not disadvantaging different user groups as cycling provision is rolled out - for example, by removing parking spaces that could be used by disabled people or providing for cyclists within pedestrian areas. The grouping together of walking and cycling (1C) and pedestrian and cycle provisions (5A) raises concern as described above.</p> <p>Inclusive design is noticeably absent from the Healthy Streets themes within the Sustainable Safety approach. That is in contrast to NICE's recent briefing paper on encouraging physical activity within the general population and their guidelines referred to in it for example.</p> <p>The concern to avoid 'digital exclusion' is welcome as it is particularly likely to affect disabled people, with the disproportionate prevalence of low incomes and the anticipated inaccessible design of some websites and apps</p> <p>The reduction of reliance on the private car (2A), the improvement of air quality (7), and the shift away from carbon intensive modes of transport (8A), need to be achieved in ways which do not impact</p>	<p>We have included additional text and an additional action in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people.</p> <p>We have also included additional text in our review of aims and objectives to reflect that the design of infrastructure and services needs to address the needs of disabled people, and that they are actively involved in achieving this. We have also included a new policy (9C) to this effect.</p> <p>Strategy intendeds to separate pedestrians and cyclist. However, this was not necessarily clear from the text – text has been included to make this more explicit.</p> <p>We have revised the text of these policies (now 1C and 8A) to better reflect the distinction between, and need for separation</p>

negatively on the use of private vehicles by disabled people who are reliant on them.

Regarding the types of street outlined on pages 37 and 38 - • cycle routes in access streets need to be located in the carriageway • pedestrian and cycle paths in arterial roads need to be separated by a level difference - 'step down to danger' • public transport corridors and streets with limited use of vehicles need to provide access to local premises (and parking) for blue badge holders • great caution will be needed in adopting shared surface schemes even for streets with limited vehicle access, particularly considering the current moratorium on shared surface schemes requested by the DfT - paragraph 8.11 of 'The Inclusive Transport Strategy'.

Improvements to public transport - and securing the future of the supertram system - will be of particular value to those disabled people who are unable (or cannot afford) to drive assuming both infrastructure and vehicles are inclusively designed.

The masterplan for Sheffield station needs to place a strong emphasis on inclusive design - particularly on sufficient suitably located and designed accessible parking and drop off facilities for blue badge holders and on safe and convenient access to the trains for disabled people however they arrive at the station.

As with other interventions, bus priority measures, new bus lanes, the extension of hours of operation of bus lanes, the public transport priority box, the prohibition of cars from some sections of street, improvements to the cycling infrastructure, strategic active travel and other interventions, enhanced conditions for cycling, management of parking and the use of kerbside space, reduction of kerbside parking, introduction of CPZ's, reduction in the number of parking permits issued, development and review of parking and traffic enforcement policy, any workplace parking levy and other demand management measures, congestion charging, and so on all need to be achieved in ways which do not disadvantage disabled people and (in most cases) be accompanied by sufficient suitably located new parking facilities reserved for blue badge holders to replace parking opportunities which are displaced.

Although 'of0' engaged positively with access officers and the ALG, the previous dockless bike hire scheme highlighted some concerns

of, pedestrians and cyclists.

We have introduced an overarching policy (9C) to reflect this need.

We have included additional text in the 'Our Approach' section to this effect.

We have included specific reference to this consideration in the action regarding bike hire

	<p>for the safety of disabled pedestrians - not least the location and guarding of hubs and where and how cycles were left on footways and so on outside of hubs. The access officers and ALG need to be involved from the earliest possible stage of any new scheme. References to the Local Cycling and Walking Infrastructure Plan and the Sheffield Parking Strategy highlight the need for the access officers and ALG to be involved in the development of them. The focus on pedestrian accessibility for walking improvements is welcome, as is the programme of local safety and accessibility schemes, assuming they will be designed inclusively there is a need to improve the internal consultation process for proposed schemes to give due weight to the requirements of all road users - particularly disabled and older people - regardless of the intended main beneficiaries. Is that something the strategy and actions could cover?</p>	<p>schemes.</p> <p>We have included an additional action and policy to this effect.</p>
<p>C Sterry, Sheffield Parers Page 224</p>	<p>there needs to be a strategy that produces a good flow of traffic throughout Sheffield, Currently there is either no strategy or not one that provides for a good flow of traffic, in fact the opposite for all I find is traffic chaos cars have never been welcome in Sheffield, however, there is a section of the community that depends on cars that are adaptable for disabilities or cars that are used by persons with disabilities, Mobility vehicles. Any restrictions place on cars are also placed on these vehicles and this should not be so, Reasonable adjustments need to be made for mobility vehicles by putting restrictions on road usage for public transport this is creating traffic log jams. This is especially so by diverting buses down Clarkson Street at the same time as creating the Q Park on Durham Street. When this car park is full it only takes 4 vehicles to be waiting for entry to block the traffic proceeding down Clarkson Street to connect with Glossop Road. This not only creates problems on Clarkson Street, but also, on numerous occasions for traffic to queue into the Broad Lane/University Roundabout, then causing traffic to build up on the Ring Road from both Glossop Road and also from West Street and maybe Broad Lane. At rush hour this could cause problems to extend to Derek Dooley Way and other areas. This could be remedied by banning left and right turns</p>	<p>We have included a specific reference to needs of disabled people in actions on city centre traffic restrictions.</p> <p>Detail in respect of specific parts of the highway network beyond scope of this engagement.</p>

	<p>onto Durham Road from Clarkson Street. This would require that the only access would be from Glossop Road/Durham Road junction. There will be other such areas all over Sheffield. the traffic on Glossop Road is further complicated by many vehicles purposely ignoring the right turn from Glossop Road onto Claremount Crescent. One day last week I saw at least 3 vehicles undertake this manoeuvre in the space of one or two minutes, but it occurs regularly on a daily basis.</p> <p>buses and bus routes need to be co-ordinated to provide good link connections with other buses, especially if this is needed to persuade people to use public transport</p> <p>people using wheelchairs need to be given priority to access the wheelchair spaces on all vehicles and not allow other passengers to claim these areas when they are needed for the persons they are intended for. I have personally witnessed bus drivers who are not willing to engage on this subject, even though I pointed out the cases that have been brought to court on this subject. It is not correct or right that they are ignoring the rights of persons using wheelchairs.</p>	<p>Include point in action regarding reviewing bus operating model so scope includes improvements for disabled people. Passed to SPYTE for their consideration in interim.</p>
<p>Page 225 M Parry</p>	<p>"the need for seating (ie, at transport for all & when I've given talks to new drivers & managers at First bus company) to be installed to all bus stops where possible. This needs to be viewed as an priority, a reasonable adjustment, health & safety etc, rather than a luxury (as there's been a few things said about why not, including affordability).</p> <p>For people with certain illnesses disability's & conditions, including many elderly people, even a few minutes on their feet is too long & can have negative & long lasting impact, eg, pain, exhaustion, & there's numerous other issues i could get examples from others.</p> <p>Also, if someone is not equipped to sit down on the floor, (not that anyone should have to, hence the need for seating)! eg, should they feel faint ;this is obviously dangerous if they were to collapse & fall. Situations like this occur sometimes even on high frequency routes, when there are unavoidable incidents & buses cannot get through. Additionally, I've often raised at transport for all that drivers at the terminus where we live, sometime dont let passengers on the bus when the bus has a few minutes to wait. i was told that the driver is</p>	<p>Issues acknowledged as important but a level of detail below the Transport Strategy. Will pass to SYPTE who deal with these matters day-to-day.</p>

	<p>supposed to let people on , as it is not their break time. i've raised this problem & the impact it has on people a few times, but it still doesnt appear to reach all drivers. I've always viewed it as a courtesy issue, as we wouldnt want to stop a driver having a quick break leg stretch if need be, but we need to be treated with consideration & this needs to be known.(often when drivers do this they are just sitting in the bus, when they could easily allow the passengers on).</p>	
<p>J. Martin</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 226</p>	<p>Having looked at the strategy and with recent observations it is vital that care is taken with the concept of mode segregation. In general it is a good principle, however, this is not appropriate in some locations on the inner ring road. With the large increases in private motor vehicles filling up many sections within a roughly 10 year period. This indicates that there are many flows which are not appropriate for commuting using public transport where car drivers still arrive quicker even if they are held up in slow traffic. Therefore whether for poor speed comparison or other factors there comes a point where new service creation is required and follows the primary private car flow in prioritised lanes. This should deliver fast and reliable transport options which could never be met by the existing bus network. Any road expansion should be for public transport or starting change with 2+ lanes or zero-emissions vehicles.</p> <p>If buses cannot run on such routes because of an absolute segregation policy then it seems less likely that the full possible modal shift can be achieved and neither will vulnerable groups be able to experience the same journey times that those able to drive can on poorly served flows.</p> <p>This should be considered in line with the following example driving at main commute time when travelling from the new Waverly estate to the West Bar areas in the city centre. With current buses being slow and unreliable taking about twice as long compared with a 15 min drive which is never anywhere near as slow as the bus trip. This is a factor of both stop locations for this flow and a very indirect flow in to the city through many other areas. A mixture of a 'congestion' free alternative using the freight only line to Stocksbridge being</p>	<p>Position on separate routes is not an absolute position – but 'as far as practical'. No change required.</p>

	<p>brought back to passenger standard to serve this flow, but also ensuring that buses can provide a near like for like door-to -door journey as part of helping improve everyone's experience and air quality too!"</p>	
<p>Peak District National Park Authority (Summary only, Officers are responding directly to the Peak District National Park Planning Authority)</p> <p style="writing-mode: vertical-rl; transform: rotate(180deg);">Page 227</p>	<p>The Sheffield City Council Transport Strategy shows a positive approach in that it seeks to improve the availability of alternative to the private car, with associated benefits for air quality, amenity and carbon emissions. However, the lack of regard to a National Park, which forms more than one third of the area of Sheffield City is wholly disappointing.</p> <p>Similarly, key parts of the strategy focus on measures within Sheffield or as part of the Sheffield city Region and Transport for the North plans and strategies aimed at transferring road traffic onto routes across the National Park. It is somewhat ironic that the impacts that Sheffield City Council are so keen to avoid within the city are seen as being acceptable within the UK's oldest National Park.</p> <p>In summary, the National Park Authority would wish to see the Strategy give full acknowledgment to the Peak District National Park; the Council's statutory Duty under Section 62 of the Environment Act; and the potential impact of its proposals on the special qualities of the National Park.</p>	<p>Support for TfN is pre-existing Council position beyond scope of this engagement.</p> <p>Majority of transport challenges anticipated in Sheffield arise from city's growth aspiration within the built-up part of the city, hence focus on this rather than the PDNP.</p>
<p>Age Better in Sheffield - Delivery Partners Transport Priorities</p>	<p>Age Better Sheffield response - main themes identified - public transport routes, Active Transport, Reducing mobility, accessing information, accessibility, regularity of services, transport anxiety or low confidence, social participation. Details below:</p> <p>Our Better Journey project helps older people to do more of the things they love by increasing confidence using local transport across Sheffield. This is done through personalised travel planning and befriending. Our Ageing Friendly Sheffield project are creating a charter for an Age-Friendly City alongside older people, residents, communities, professionals, and partners across the city.</p> <p>The World Health Organisation describes an Age-friendly City or Community as a place where "the physical and social environment are designed to support and enable older people to "age actively" – that is, to live in security, enjoy good health and continue to</p>	<p>To be picked up as part of bus network review. Include text giving specific reference to access to meeting needs of elderly people.</p>

participate fully in society.” One of the major factors in an Age Friendly City is transport. We believe the SCC cabinet would benefit from refocusing the policy lens upon an Ageing Friendly Sheffield and would be happy to support and influence this

City bus routes are often tailored to those who work. Routes mainly go in/out of the city centre and follow a hub and spoke model. More radial routes are needed for older people who want to travel between communities

Rerouting/cancelling bus routes for profit rather than meeting community needs (example given is Lowedges access to health centre)

the lack of direct bus routes to Supermarkets means people having to spend a lot of money on taxis. Therefore, having less money to spend on food and essentials

not receiving enough information about changes to routes and said that timetable changes occur frequently - people reported occasions where bus numbers and routes had changed without them knowing.

Active transport needs to be actively fostered in transport strategy, as it has particular benefits in reducing social isolation and social exclusion in the over 50s. Provision of a safe/segregated walking and cycling infrastructure is of key importance to the over 50s and should include the availability of electric cycles, electric charging points in petrol stations and supermarkets, and widely available secure cycling storage facilities.

often find themselves using the car for short journeys as otherwise they must catch 2+ buses to access key services.

However, sometimes not always feel confident driving so often decide not to go out on days where their confidence is low, i.e. due to health, weather.

using taxis to get to Dr’s appointments and key activities such as coffee mornings due to lack of suitable transport service or lacking the mobility to walk to bus stops.

Bus drivers do not always consider needs of older passengers, setting off before they had found a seat which made them feel unsafe. Also bus driver not stopping for them as they had remained seated on the bus, waiting for the bus to come to a stand-still and

Communications issue beyond scope of Transport Strategy. Passed to SYPTE for their consideration

Actions re: active travel are already covered by strategy – no changes required

the driver thought that they weren't wanting to get off the bus at this stop, so continued driving.

would like the bus driver to lower the steps to aid them when boarding the bus but reported that this happens very infrequently.

Accessing public transport timetable information is an issue and suggested that they would prefer paper copies of timetables.

Feedback states that paper timetables can only be obtained from transport interchanges with helpdesks

People are aware that they can call the travel helpline for information on routes and services, but some people report a negative experience of using the service stating that it was unhelpful and being on hold for long periods

10 members of a feedback group (all aged over 70) reported that they find out information on bus times by going to the bus stop to read the timetable. They also indicated that they didn't know how else they would find out the information

Participants under the age of 64 (4 participants) felt more confident about using public transport and had better knowledge of how to access timetable and route information. This group used work computers to access transport operator websites so that they could print information rather than using mobile phones to access the information. This does highlight a risk to this age group after retiring when they may have more limited access to timetable information.

There is often limited wheelchair/pram access. Those who use a wheelchair have no guarantee that they can get on a bus that they are waiting for.

Lack of spontaneity and reliability for community transport

Lack of confidence after a fall or change in health or mental health problems have been identified as a big barrier.

Reduced confidence due to change of circumstances e.g.

bereavement meaning women in particular may lose their usual mode of transport. Or retirement meaning that someone needs to try different routes to do different things

Perceptions of safety in the local area

One of the main themes we have seen is people not going out as much is because of transport issues; particularly a lack of buses in an evening, limited space on buses for wheelchair users, and older

buses being harder to access. This is all this contributing to a possible increase in visits to GP or hospital admissions and pushes the demand on to community transport.

Reducing invisible barriers to public transport, as ABIS has advocated from the beginning, is a key factor in reducing social isolation in the over 50s. Any city-wide transport strategy must address this issue, both in terms of ease of access and availability of low-cost public transport networks.

A recent publication in the British Medical Journal details the effects of transport isolation on health Helen Salisbury: Social prescribing and the No 17 bus, BMJ 2019;364:1271 -

<https://www.bmj.com/content/364/bmj.1271>

Appendix 2 – List of proposed amendments to the transport strategy

A number of amendments have been made to the Strategy following the stakeholder engagement events. These are summarised below.

- Typographical errors throughout the document have been amended
- Significant changes have been made to the Carbon and Climate Change section to reflect evidence that has emerged since June 2018, and Sheffield City Council's declaration of a 'Climate Emergency.
- Additional text added and an additional action in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people.
- Included additional text in our review of aims and objectives to reflect that the design of infrastructure and services needs to address the needs of disabled people, and that they are actively involved in achieving this. The objective under Being Inclusive now includes 'Ensure that the design of transport infrastructure, services and information removes and minimises inequality, and to actively advances equality – which requires disadvantaged people are actively involved in achieving this.'
- Also includes a new policy in respect of ensuring we do not disadvantage, and that we advance equality for, people with protected characteristics and other disadvantaged people, including disabled people. New policy 9C 'We shall involve disadvantaged communities and their representatives in the development of our interventions, to ensure they reduce inequality, and actively advance equality, and to ensure inclusive design.'
- Revised the text of these policies (now 1C and 8A) to better reflect the separation of, pedestrians and cyclists.
- Additional text in the 'Our Approach' section with respect to shared surfaces, and access.
- Arrival date of HS2 amended from 2034 to 2033.
- The Rail lobbying action is amended to include reference to working with East Midlands authorities
- The National and pan Northern Connectivity actions are updated to include an additional action to support the City Region in their study into reintroduction of passenger services on disused or freight lines
- Strengthened the language in Our Approach to clarify the separation of pedestrians and cyclists

- Additional text has been included in the Health and Wellbeing section to acknowledge adverse distributional impacts of transport system
- The action in the Active Travel section of the strategy has been revised to reflect current position in respect of cycle hire schemes in Sheffield.
- The action relating to the Public Transport Priority Box has been updated to include that it will be supported with a shuttle bus to maintain penetration within the box.
- The action relating to bus updated to include “How bus services, including vehicles and information, can be improved to facilitate access to public transport for disabled people.”
- Actions relating to city centre updated to include “ensure accessibility for disabled people is maintained and improved.”
- Policies have been updated to reflect the amended and now adopted Sheffield City Region Transport Strategy policies. This has not resulted in the loss of any policies, but has required re-numbering and re-ordering of the policies, and policies 10, 11 and 12 have been incorporated into the remaining updated policies.
- In response to comments received from the Peak District National Park Authority (PDNPA), the National and Local Context section has been updated to acknowledge the policy context in relation to the National Park. Further amendments have been made to the Economy section in order to acknowledge the valuable role of the National Park in relation to the ‘Outdoor City’, and the contribution of this to Sheffield’s economy, as well as the importance of sustainable links.
- Policy 8B (formerly 5B) has been amended to include the ‘availability’ of public transport, in response to comments raised by PDNPA.

TRANSPORT

Strategy

June 2018

TABLE OF CONTENTS

Foreword	3
Executive Summary	4
Our new approaches	6
Delivering for Sheffield: from Vision to Action	7
Introduction	9
National and Local Context	9
Why does Sheffield need a Transport Strategy?	11
People and Communities	11
Our population is growing and changing.	11
Environment	13
Health and Wellbeing	15
Economy	18
Future Technology and Mobility	20
Consultation on the Sheffield Transport Vision	21
Review of Aims and Objectives	22
Underpinning Sustainable Growth	22
Supporting Health and Well-being	22
Being Inclusive	23
Our policies	23
Our Future Plans	25
What we need to achieve	24
Our approach	26
The first part of the plan (to 2025)	29
National and pan-Northern Connectivity	29
City Region Connectivity	33
Local rail	33
Securing the tram system	34
New mass transit corridors	35
Road	37
City Region Connectivity	40
The city centre	40
Bus	41
Active Travel	45
Cross-cutting	48
Air quality	48
Carbon & Climate Change	50
Policy, operations and local issues	52
Demand management & income generation	57
Future ready	58
The second part of the plan (2025 – 2035)	59
Sheffield in 2025	59
Monitoring, Evaluation and Reporting	61
Monitoring & Reporting	61
Evaluation	62
Funding, Finance and Resources	62
Conclusions	63
The Next Steps	64
Appendix A – Summary of policies	65
Appendix B – Summary of actions	67
Appendix C - References	77

FOREWORD

Cllr Jack Scott,
Cabinet Member for Transport and Development

We have a vision for Sheffield to be the fairest city in the country. Good transport for all is a vital part of the achieving that vision.

The Sheffield Transport Strategy spells out a clear way forward for our changing city over the coming decade and beyond. It is, rightly, ambitious about the contribution that transport needs to make to improve the quality of life and environment for the people of Sheffield.

By identifying our changing and future needs we will develop the solution which best fit our situation. This Strategy represents a blueprint for the action that will help to address the entrenched transport issues that face Sheffield Today.

The stark truth is that given these challenges, we can no longer simply carry on in the old way. The overwhelming majority of trips are made by private motor car, resulting in far too much pollution and congestion. It is well established that this results in many, many of our citizens (disproportionately in the poorest areas) suffering poor health and premature deaths. It drags down our wellbeing and impairs economic achievement.

We have a moral and legal obligation to protect the people of this city from the impacts of road-based pollution. That obligation requires us to move away from a “car first” approach and towards a system of active and sustainable travel that works for everyone. We need to make it as affordable, safe, easy, convenient and as natural as possible for people to make the right travel choices for themselves, their community and their city.

Transport must also play its part in enabling new homes and new jobs by creating sustainable networks that work. These networks will be integrated, so using public transport is easy. But they also need to be separated, so conflicts between different forms of transport are eliminated wherever possible, and safety improved.

The problems in our transport network didn't appear overnight and they won't disappear immediately. To achieve our vision, we need concerted action to overcome the huge challenges and make this change happen.

To make this work, we will need communities, businesses, partners and everyone who is part of the lifeblood of this city to contribute their insight, knowledge and energy.

Getting this right for Sheffield and building the great transport system our city deserves is a huge prize. It will not be easy. But it will be worth it.

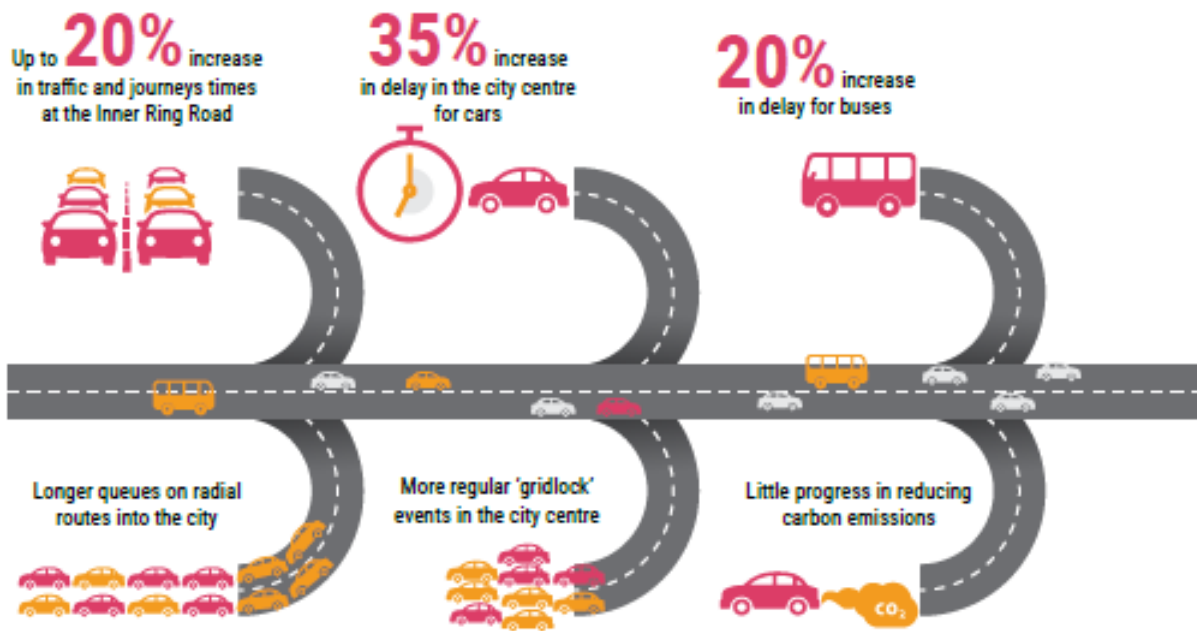
I hope you will join with us on this journey **toward better transport in a better city.**

EXECUTIVE SUMMARY

1. Sheffield is a city undergoing significant change and growth. Not only is the population growing and living longer, but more people are expected to stay in Sheffield and in particular, live in the city centre. So we must deliver transport that fits with these trends.
2. We sit at the heart of the Sheffield City Region (SCR) and our city centre has the largest concentration of jobs and the greatest capacity for future employment growth. With Rotherham, we share the Advanced Manufacturing Innovation District, a concentration of highly skilled jobs and a key driver of the local economy.
3. Transport has a key role to play in addressing future challenges whilst delivering benefits which can be shared by all. Transport connects people to opportunities and services, enables the delivery of goods and services and helps people to do business efficiently. It contributes significantly to the wider sustainability agenda whether it is improving air quality, reducing our carbon footprint, or improving resilience.
4. We can make Sheffield a place where everyone can access opportunities without mobility constraints and people, as well as raw materials and goods, can move around the city safely with the minimum delay. We can reduce the negative impacts of transport, improve safety and enhance quality of life.
5. The Strategy aims to create improved, sustainable and safe transport networks, for Sheffield:
 - Public transport which is integrated, faster and user friendly.
 - Better, safer active travel options.
 - Protecting the fast, reliable movement of traffic between the city and other economic centres.
6. This is a medium-term Strategy that dovetails both with the arrival of High Speed Rail in 2033 and the delivery of our proposed Sheffield Plan to help enable over 2,000 new homes to be built each year to 2035.
7. The Sheffield Transport Strategy also recognises the important role that Transport for the North and the Sheffield City Region play and how those higher level strategies are central to addressing Sheffield's transport needs.
8. However, Sheffield does have distinctive needs for transport. This is chiefly because of the distinctive nature of development in the city, and the physical and practical constraints of being a large urban area.
9. Potential development can be constrained by poor transport infrastructure resulting in access and connectivity issues. Major investment will be necessary to unlock such development without further overloading our highway network or suffering adverse environmental consequences. So we will create headroom for growth by embracing the opportunity to shift a significant number of trips toward the most space efficient and cleaner modes of transport.
10. Transport interfaces with other local priorities, such as those outlined in the recently launched Clean Air Strategy and Green City Strategy, and can help to provide safe and attractive places that provide a positive setting for activities within the city. Transport must play a significant part in making our city more economically active, more equal and better environmentally.

11. These are long term challenges and delivery of large scale schemes will not be simple. Given the scale of investment we will need to raise some funding from Sheffielders – be it businesses or residents, as well as drawing on SCR and Government funds. Implementation will also require consistent political support and widespread sign up from the public and key players in the city. There will be some disruption and the improvements will take decades. But these ambitious transport interventions are necessary to help Sheffield reach its true potential.

If we achieve our ambition for growth without addressing the transport challenge, by 2035 we expect significant adverse impacts as outlined in the graphic below.



This diagram shows:

- Up to 20% increase in traffic and journeys times at the Inner Ring Road
- Longer queues on radial routes into the city
- 35% increase in delay in the city centre for cars
- More regular 'gridlock' events in the city centre
- 20% increase in delay for buses
- Little progress in reducing carbon emissions

OUR TRANSPORT VISION FOR THE CITY OF SHEFFIELD

Imagine a Sheffield where everyone can access opportunities and services without transport or mobility constraints. Residents, businesses and visitors in our thriving city can safely move themselves and their goods or products with confidence and without delay.

The negative impacts of transport, including air quality and noise, are minimised and safety and quality of life is improved in the city as a result.

Reliable and clean journeys for everyone in a flourishing Sheffield.

12. Our 2017 Transport Vision document set the scene by describing how we need to make better use of our existing highway assets whilst boosting public transport, walking and cycling.

13. Public Feedback was broadly supportive of the Vision. This confirmed our three overall aims:

- To be inclusive and open up the city's opportunities to all.
- To underpin sustainable growth and a city that is open for business
- To support and enhance the health, wellbeing and quality of life for its residents and visitors, contributing to quality places that are safe, attractive, healthy and inclusive

Our new approaches

14. To ensure that we have an inclusive transport system that improves access to jobs, services and opportunities, we will support better regional road and rail connectivity and improve our local networks to maximise the benefits. This also means a better walking, cycling and public transport offer for the city.

15. To underpin sustainable growth, we will enable better use of the highway network by speeding up journeys for space efficient modes, especially for shorter trips.

16. We will develop our transport system to complement and enhance the urban and rural fabric of the city. It is essential to safeguard walking and cycling and to integrate and simplify public transport so that these modes are more competitive with the car in terms of journey times and convenience. This will lead to improved health and well-being, reduce our carbon footprint and reduce the impact of air and noise pollution – as well as enabling more movement within the constraints of the city.

17. We will support the development of transport technologies that work towards fully integrated and inclusive transport. We will adopt technology solutions that remove or reduce the need to travel and reduce the negative impacts of transport.

National & regional connectivity	City region connectivity	Local connectivity	Cross-cutting
Railways & motorways	Trams, trains and Major Road Network	Buses and bikes	Across the city
Lobby for additional and faster rail services, in particular to Leeds and Manchester	Secure Supertram as part of an expanded City Public Transport Partnership	Programme to improve public realm and permeability and accessibility of city centre	Implement findings of Clean Air Zone feasibility strategy
Support High Speed 2 and deliver station and growth masterplans	Develop new high speed mass transit corridors with park & ride	Review of arrangements for buses in the city centre, including reviewing the future of Pond Street Interchange	Develop and enact roadmap to decarbonisation of motorised transport
Provide new Sheffield –Rotherham road link to avoid M1	Highway improvements on Inner Ring Road, and between Upper and Lower Don Valley	Additional bus priority	Review relevant Council processes to align with strategy
Support and provide highway improvements to Trans-Pennine Tunnel		Review of bus operating model	Investigate a Workplace Parking Levy
		Improved cycling infrastructure prioritised in city centre and areas with greatest potential to reduce car trips	Investigate other Demand management measures, including a city centre congestion charge
			Produce and maintain register of threats and opportunities provided by change

Delivering for Sheffield: from Vision to Action

18. The Transport Strategy has been informed by an evidence base that has analysed current challenges, opportunities, strengths and weaknesses and also taken into account public feedback from the recent consultation on the Transport Vision. From that consultation we added to our knowledge about journey needs and local opinions on travel. The Strategy incorporates this knowledge as well as evidence from many local, national and international sources.
19. The Strategy will inform the development of a long-term Action Plan, which will start to identify a multi-million pound programme of transport investment and where this investment is most urgently needed. After the Strategy comes delivery. When funding becomes available,

transport programmes of schemes will be carried out across the city following local consultations. As Sheffield evolves so will its transport to better support the city's needs.

The Strategy in Summary

A city that's easier to get around	A better connected Sheffield	A safer and more sustainable Sheffield
Faster, better integrated and simpler bus services	Faster, longer and more frequent train services to other cities and to the rest of the city region	Sustainable safety, safe walking and cycling as standard
Securing the future of Supertram and supporting its expansion	A transformed Sheffield Station bringing High Speed rail services into the heart of the city	Improved air quality and working to manage congestion
New mass transit routes and services creating more public transport capacity for a growing city	Improved major road network, keeping Sheffield connected to motorways, airports, and other cities	Improving poor health and poor access to jobs and services
An inner ring road that has more capacity and is easier to cross into the city centre		

INTRODUCTION

This Strategy follows the Sheffield Transport Vision – a shorter document that began the conversation about the city’s future travel. This document sets out the proposed Transport Strategy for Sheffield, looking forward to 2035.

It reviews the issues the city is facing now and how these might change when considering the need for improved economic prosperity, balanced with the challenges of creating a safer, cleaner and better quality of life for all.

It shows how travel should adapt to our changing city and what we will do to help make it happen. There will be changes in the needs of the city’s people, the environment, health and wellbeing and the economy.

We explain our new ambitious approach to meet those needs, especially how to improve the local highway and rail network. We then set out an Action Plan for what sort of schemes will be delivered up to 2025 and beyond.

We have strived to ensure that Sheffield’s Transport Strategy is complementary to and consistent with, that of Sheffield City Region.

The City Region transport policies (still draft at the time of writing this document) are therefore included to illustrate the close alignment with our own proposed local policies.

The key proposals of the Strategy and Action Plan are summarised in the plan opposite, and are listed in full in Appendix B.

NATIONAL AND LOCAL CONTEXT

A range of national and local policies have been used to inform the Sheffield Transport Strategy and form the basis for its development:

What is it?	How does this impact on the Sheffield Transport Strategy?
National Planning Policy Framework (1)	<ul style="list-style-type: none">• The NPPF sets out the overall planning policy for England. It has provided the framework within which Sheffield has developed its own plans.• This has impacted the Transport Strategy, as promoting sustainable transport is a core planning principle; the transport system needs to be balanced in favour of more sustainable modes and it needs to support wider sustainability, quality of place and health objectives.
National Infrastructure Delivery Plan (2)	<ul style="list-style-type: none">• Highlights the importance of national road and rail networks and of ports and airports and sets out how the Government will support delivery of key infrastructure projects and programmes.• The Transport Strategy is impacted in that it shall respond to and link with national infrastructure commitments supporting the connectivity of the city with the wider nation and world.
Transport Investment Strategy (3)	<ul style="list-style-type: none">• The national level Transport Investment Strategy identifies four key aims of creating a more reliable, less congested and better connected network, building a strong and more balanced economy, enhancing global

	<p>competitiveness and supporting the development of new housing.</p> <ul style="list-style-type: none"> • The DfT Transport Investment Strategy has been used to develop focus areas for the Sheffield Transport Strategy. For example, a key consideration is how our transport offer can support new housing developments in Sheffield.
Northern Powerhouse Independent Economic Review (4)	<ul style="list-style-type: none"> • The Transport for the North NPIER looks at how the north has been economically under-performing. There are aspirations to a transformed north which could deliver an increase in productivity equating to a GVA of £100billion, creating up to 850,000 new jobs. • The NPIER has impacted the Transport Strategy as it outlines how major improvements to the north's transport connectivity are of critical importance to achieve the overall vision of a globally competitive environment that can sustain significant economic growth. The need to improve transport connectivity is as relevant in Sheffield as it is in other areas across the north.
TfN Strategic Transport Plan (5)	<ul style="list-style-type: none"> • The Transport for the North Strategic Transport Plan aims to increase the efficiency, reliability and resilience of the transport system, transform the economic performance of the north, improve access to opportunities and support the built and natural environment. This includes identification of key economic growth corridors including the central and southern Pennines, and the north west to the Sheffield City Region – essential to achieving transformational growth. • The Sheffield Transport Strategy has been developed in alignment with the key aims of the Strategic Transport Plan to ensure that we work towards shared goals and adopt a consistent approach to delivering our ambitions for transport.
Draft Sheffield City Region Transport Strategy (6)	<ul style="list-style-type: none"> • The city region-level Transport Strategy sets out transport priorities for the wider area over the next 20 or so years. It sets out four key goals of supporting economic growth, maximising safety, reducing emissions and enhancing social inclusion and health. • This has been used to inform the Sheffield Transport Strategy as we have aligned our objectives with the four key goals in the City Region Strategy to ensure a cohesive approach.
Sheffield Local Plan (7)	<ul style="list-style-type: none"> • The Local Plan identifies key challenges and opportunities which we face from now up until 2034. It sets out our aims to deliver 2,500 jobs a year over the next 20 years, and 2,150 new homes per year to support the growth in our population and a growing economy. • The Sheffield Plan vision is that “In 2034 the city will have thriving neighbourhoods and communities, be globally successful, with a distinct urban and rural identity underpinned by a strong and sustainable economy”. • One of the key aims to support this vision is the delivery of a ‘connected city’ which benefits from excellent digital and physical connectivity, with safe, efficient and sustainable transport provision.

Sheffield Strategic Economic Plan (8)	<ul style="list-style-type: none"> • The Strategic Economic Plan sets out the wider Sheffield City Region’s plans to transform the local economy over the next decade delivering 70,000 more jobs, an additional 6,000 businesses, 30,000 highly skilled occupations and an increase in GVA in excess of £3billion. • The Plan has a significant impact on the Transport Strategy, as the transport offer in Sheffield will be a critical component in terms of achieving the ambitious economic growth aspirations.
Peak District National Park context	<ul style="list-style-type: none"> • Sheffield City Council is the Highway Authority for all roads within Sheffield, including those in the Peak District National Park which lie within it’s boundary, and any work undertaken within or adjacent to that area must have regard to National Park purposes (as set out in the Environment Act, 1995). • The Peak District National Park Authority is the planning authority for the area of National Park within that highway boundary. There are a number of relevant documents which set out the principles and context for that area, including Peak District National Park Core Strategy (2011), Peak District National Park Local Plan (2001), Peak District National Park Development Management Policies (Part 2 of the Local Development Plan for the Peak District National Park) and the Peak District National Park Transport Design Guide Supplementary Planning Document.

WHY DOES SHEFFIELD NEED A TRANSPORT STRATEGY?

We have a range of key drivers which underpin the need for this Transport Strategy:

People and Communities: How is our population changing? How is the character and shape of our city changing?

Environment: How can we improve the air we breathe, the way in which we produce and use energy and the quality of our urban and public space environments?

Health and Wellbeing: How can we help to create a healthier, happier and safer Sheffield?

Economy: How can we enable and support economic growth and build on our existing strengths in areas such as advanced manufacturing?

Future Technology and Mobility: How can we embrace technological change to improve transport and mobility and be agile to changes in society, the economy, our lifestyles, needs and behaviours?

PEOPLE AND COMMUNITIES

Our population is growing and changing.

Our future transport networks and services need to support a growing population. But the city is not just growing in numbers; the demographic profile is also changing. A growing population will require a transport system with more capacity, an ageing population will require a greater focus on accessibility and more people in the city centre and its vicinity may mean that we need to re-think how we deliver transport services in and around our urban core.

It is important that the Transport Strategy takes into consideration these demographic changes; we have identified five key themes

- Sheffield's population will be growing;
- Aging;
- More people expected to stay in Sheffield;
- More likely to live within and around the city centre; and
- composed of a greater number of young people.

Demographic changes result in a range of particular needs which must be addressed if we are to have a transport system which is fit for purpose in the future. A bigger population requires a transport system with more capacity so that people can continue to access work or services, physically or digitally and businesses have the room to grow. For example, even a small amount of homeworking can make a big difference to the demand for travel. The needs of various age groups vary dramatically and the transport strategy needs to consider this.

We are already seeing younger people delaying car ownership until later in life (if at all) (9) due to a number of socio-economic factors. Younger generations are also more likely to be influenced by and embrace new technologies which have the potential to change how we travel, as well as our need to travel. There will be a significantly greater number of elderly people in future which presents its own distinct challenges. Whilst people are living longer they are not necessarily living healthy lives for longer. We want people to enjoy healthy, happy lives as well as longer life. In addition, an ageing population may need to be economically active for longer (as a result of increasing retirement age, later mortgages, etc.)

Growing population: The current population of around 575,000 people is expected to increase by 62,000 between now and 2034 based on trends.

Ageing population: Projections show that 20% of residents in Sheffield will be over 65 by 2034, up from 16% in 2011, and there will be a doubling of residents over 85 within the next 20 years.

More people expected to stay in Sheffield: The current trend of a net outflow of people moving to outside Sheffield is expected to reverse in future as the city provides more jobs and homes, and people will be more likely to stay in Sheffield.

More likely to live in the city centre: The biggest increase in population in recent years has been concentrated within Sheffield city centre, as well as some areas to the east of the city. This trend is expected to continue in future.

More young people living in Sheffield: As the Sheffield population has increased, so has the number of households. The number of households in Sheffield is expected to increase from 236,865 to 271,801 by 2034 (10). This rise, which equates to 14.7% is higher than the overall rise in population as more people are expected to live on their own.

Our city is composed of diverse people and places undergoing significant change; this Transport Strategy has to be inclusive, considering all sections of the community; including those who come to work, play or stay in our city from elsewhere. The Strategy aims to respond to changing needs to ensure that access to opportunities and services are both maintained and enhanced.

Conscious of the above population trends, our local transport policies are intended to provide safe and attractive travel choices for all. These also align with the current draft Sheffield City Region policies also geared to improving access for all.

City Region policies	Sheffield's local policies
----------------------	----------------------------

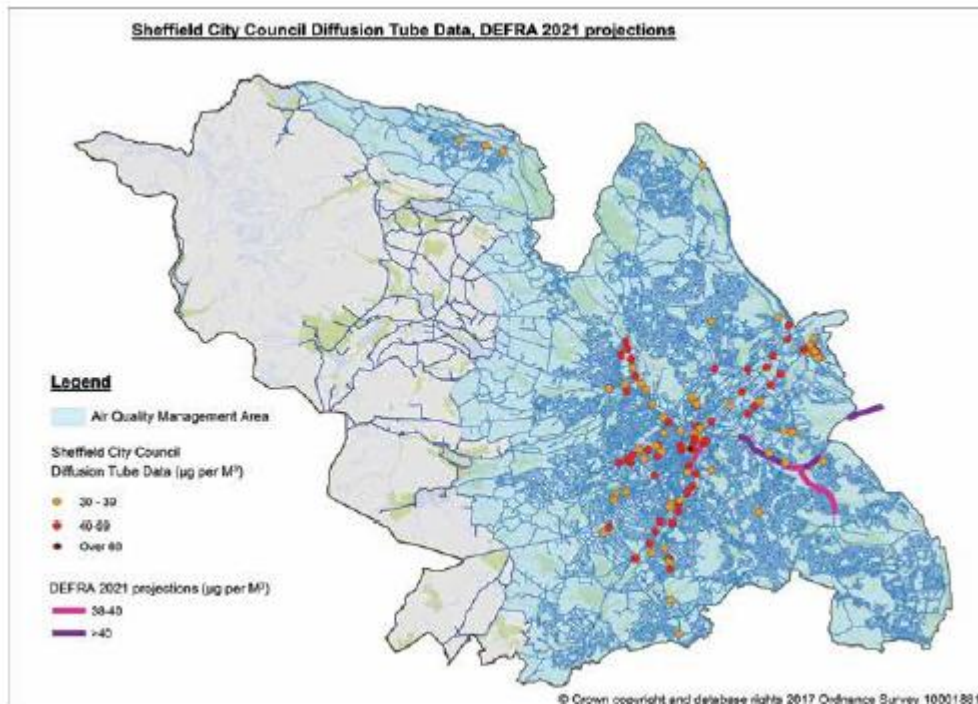
1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this	1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision	3A. Our transport system will enable the city to support a greater population and greater economic activity

ENVIRONMENT

We need to consider how transport can improve quality of life and the environment for everyone in Sheffield. Transport and mobility have the potential to enhance our public realm, enable new green space and improve access to existing green space, improve air quality, reduce noise and rebalance space between vehicles and people. This all contributes to making Sheffield a distinctive and attractive place to visit, live in and invest in.

Sheffield is in breach of legal limits for Nitrogen Dioxide, with road transport accounting for 50% of emissions of oxides of nitrogen. Across Sheffield, there are 51 known locations where the annual average limit for Nitrogen Dioxide has been exceeded during the three year period 2010-12 (11). In the wider City Region we have a number of Air Quality Management Areas and high levels of carbon emissions around the city centre, as well as on motorways and main roads (6).

Whilst levels of particulates (PM10 and PM2.5) in our air are within legal limits, these pollutants still have their health impacts. These pollutants are carcinogenic and are considered to be unsafe at any level. Transport is a significant contributor of these pollutants – not just from tail-pipe emissions, but also from wear of consumable parts (such as tyres and brakes). Although the annual averages are significantly below the legal threshold, the daily average level is higher on more days per year at some locations than is acceptable by legal standards. Crucially, there is no safe limit for this pollutant.



(Graphic showing Sheffield City Council Diffusion Tube Data, DEFRA 2021 Projections)

The city has been directed by central Government to undertake a Clean Air Zone Feasibility Study, the actions arising from this are required to ensure our air quality complies with legal thresholds in the shortest possible time.

The impact on health and life expectancy is more significant for some groups of people than others and there is an identified link with deprivation. The challenge here is not only to mitigate our existing impacts on air quality, but to also accommodate the increased demand for housing and jobs whilst minimising the additional impact created by these increases. Sheffield's Clean Air Strategy sets out actions required to meet that challenge.

There are significant opportunities to reduce the energy use and carbon footprint of transport in the Sheffield City Region. There can, however, be a significant difference between how cost effective and how carbon effective measures are. By far the most carbon effective types of measures identified by the Mini-Stern Review (12) are those which relate to hybrid and electric vehicles, for which take up continues to rise. In contrast, park and ride schemes were the most cost effective, but their contribution to carbon savings is much less.

Climate change will have a significant impact on the city and transport has a key role to play in terms of addressing the causes of climate change and also in being resilient to the impacts of that climate change which is inevitable as a consequence of emissions to date. Major weather events cause network impacts which in turn impact the economy. We need to make networks more resilient to climate change effects.

It is important that we consider the availability of security of energy when planning our future transport and infrastructure systems. The cost and supply requirements for energy will change as demand diversifies. The capacity, security and resilience of energy networks will be key to enabling many future transport changes. We must consider the energy generation, supply, storage and distribution capabilities when proposing large scale changes to electrified transport to ensure that any proposals remain deliverable and sustainable. Our city faces a number of environmental issues which have acted as key drivers for the development of this Transport Strategy:

Air Quality and Emissions: DEFRA data indicates that Sheffield has roads where the NO₂ level in 2017 exceeds the legal limit. NO₂ levels on these roads in 2017 were 53µg/m³ when 40µg/m³ is the legal limit (11). Our local data indicates that air pollution is in fact worse and more widespread than DEFRA data suggests.

Climate Change: As a result of climate change, our climate is changing more rapidly than at any time in the past 125 years (13) and projections show that by 2050 we will have higher temperatures on average, reduced summer rainfall and increased winter rainfall.

Energy: Trends show that energy prices are likely to increase to 2034, which may worsen current issues in Sheffield such as fuel poverty, and increase some transport costs.

Open Space and Quality of Life: Rebalancing available space between vehicles and people, including better use of public open space, can have significant benefits in enhancing our quality of life. A key challenge is maintaining our public spaces against a backdrop of continued austerity and cuts to funding.

Transport is the single most significant contributor to Sheffield's air quality issues. Combined with the significant impact of climate change upon the city, the Transport Strategy has to effectively contribute to these basic quality of life concerns. In addition to Sheffield's Clean Air Strategy, local transport policies are therefore now proposed as follows.

City Region policies
4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs
5. Lead the way towards a low carbon transport network, including a zero carbon public transport network
6. Work in tandem with the planning and development community to create attractive places

Sheffield's local policies
4A. We will implement our Clean Air Strategy to address exceedance of legal limits in respect of oxides of nitrogen.
4B. We will continue to intervene even upon the meeting of legal thresholds, to enable shift away from modes of transport responsible for emissions of particulates and oxides of nitrogen.
5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
5B. We will aim to achieve a zero carbon public transport network
5C. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable motorised transport to be demonstrably less carbon intensive
6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments.

HEALTH AND WELLBEING

Transport can make a positive impact on our health and wellbeing; a healthier, happier population will have a greater level of participation and productivity. The quality of the places in which we live and the environment overall, can have a significant impact on our health and personal sense of wellbeing. Issues such as air pollution from vehicle emissions, noise, poor housing and lack of open space can affect us all and our ability to lead an active and healthy lifestyle.

Transport presents lots of opportunities to improve health and wellbeing in areas such as enhancing our already excellent outdoor activity facilities, further developing our cycle infrastructure and encouraging greater use of low or zero emission vehicles and public transport. Home or remote working can provide a means of mitigating the demand for travel and its adverse impacts. Good digital connectivity is key to this. Home working may not reduce trips (as people do other things with the time saved) but it benefits the peak demand.

Reduced traffic can lower emissions and improve our air quality and better connectivity can improve the prospects and wellbeing of those who are the most deprived within our communities. The levels of deprivation across the city vary considerably, with persistent inequalities between areas of the city as well as between groups of people within those areas.

Sheffield has committed to a Fairness Framework which includes principles to ensure that fairness is city wide and long-term (14). It is acknowledged that transport is one of the barriers to accessing services, education and employment opportunities. In particular, meeting the needs of our children and young people is crucial if we are to make Sheffield a place where they feel safe and want to stay.

For older people, having multiple illnesses is now more common than single illness, creating demand on health care provision and leading to early deaths. It is, however, more common in people of working age than those in retirement. There are therefore significant economic impacts – lost productive time, ill health retirement and early deaths. It also poses challenges for social care in later life, as most social care is required because of illness.

Prevalence of multiple illnesses (multimorbidity) is not equally spread across the city. In the poorest parts of Sheffield the age at onset is 10-15 years younger than the most affluent. Increasing the amount of activity we all do in our daily lives is acknowledged as a key part of improving the health of the population, both physically and mentally (15). Enabling more people to make journeys by walking or cycling can contribute significantly to this (16). The benefits to our health are multiplied when we consider the impact on air quality if fewer journeys are made by car.

The relative cost of public transport is one of the factors influencing travel behaviour. Bus users and non-users amongst young people, for example, count value for money as their most desired improvement according to Transport Focus (17).

The differing requirements of affordability and value for money on public transport need to be recognised; achieving these meaningfully requires a transparent and intelligible fares regime that the passenger can trust.

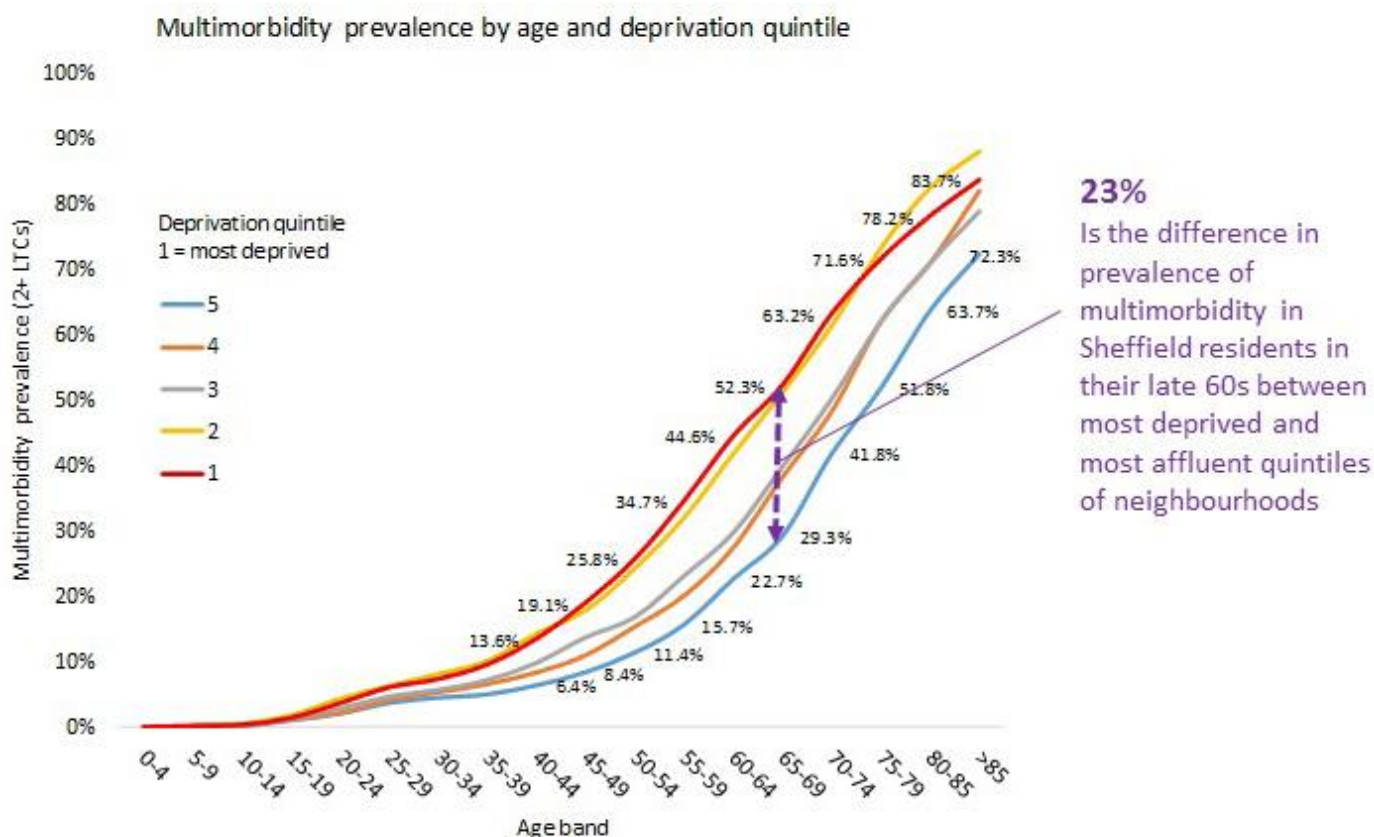


Diagram shows multimorbidity prevalence by age and deprivation quintile. 23% is the difference in prevalence of multimorbidity in Sheffield residents in their late 60s between the most deprived and most affluent quintiles of neighbourhoods.

Any fares subsidy would need to be carefully considered alongside other factors making public transport more attractive, such as frequency of service and quality of vehicle.

Sheffield faces a number of health and wellbeing issues which have acted as key drivers in the development of this Transport Strategy:

Life Expectancy: Sheffield has an average life expectancy for men of 78.1 years and for women of 81.8 years (18), which is less than the national averages of 79.6 and 83.2 years respectively. Figures for healthy life expectancy show a greater gap with the national average figures of 60.8

years for men and 60.3 years for women which are 2.6 and 3.7 years less than the national average respectively.

Ageing population: Projections show that, in future, there will be more elderly people and an increase in the health conditions associated with old age

Health: Obesity rates are predicted to increase in future. Currently it is estimated that around 20% of deaths per year in Sheffield could be prevented, with direct causes including factors such as obesity, lack of physical activity (19) as well as the environment

Air Pollution: Without changes in how we travel around Sheffield air pollution may increase, particularly along the main transport corridors such as the Lower Don Valley. (20) Many of these key corridors are expected to be more heavily congested in future if changes are not made.

Deprivation and Inequality: Sheffield still has a significant difference between the health of those people living in the most and least deprived communities, with people born in the most deprived areas expected to live 13 years less than those born in wealthier parts of the city. (21) Many of the adverse impacts of the transport system are felt disproportionately in more deprived communities.

The Council has legal duties under the Equality Act 2010 to actively advance equality of opportunity to people who share a protected characteristic of age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Each of these groups, and people within those groups, has specific needs the transport system must respond to.

The relative cost of public transport influences behaviour, both in terms of how people travel, and whether they travel at all. An inability to afford public transport is a barrier for some in accessing jobs and services.

We must ensure then that our transport infrastructure supports people of all ages to feel safe when travelling by public transport, walking or cycling. Only when these modes are seen as an everyday, simple and safe choice for the population generally, will significant levels of people increasingly choose them for their journeys.

To create attractive streets and spaces that give people this sense of safety and well-being, the following local policies are proposed.

City Region policies
7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places
8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel
9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces

Sheffield's local policies
7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.
7B. We will assess our schemes against their performance in respect of health outcomes.
8A. We will adopt the Sustainable Safety approach to ensure the separate provisions to ensure the safety and convenience of pedestrians and of cyclists respond directly to the level of threat posed by motorised traffic, and by each other. We will adapt this as required to ensure inclusive design.

8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

9A. We will maximise the opportunities presented by our parks and green spaces. We will improve access to these, and minimise the harms posed by transport on these.

ECONOMY

Sheffield is a key driver of the City Region economy, has significant economic growth aspirations and a key enabler of this growth will be transport. Connections with our neighbouring towns, particularly Rotherham, must continue to be strengthened, in support of local and City Region economies. We must deliver a transport system for Sheffield with the connectivity and accessibility needed to support and enable our growing and thriving economy.

Sheffield still faces a number of economic issues including:

- 10% Gross Value Added per head has grown 10% since 2011, similar to that of Newcastle and Nottingham (22) However, GVA per head remains lowest of all core cities.
- Unemployment higher than the national average
- Productivity levels within the SCR are 85% of the UK average (8)
- Wages lower than other core cities but growth has accelerated recently
- Growth has not resulted in a less polluted or more equal Sheffield
- 38% educated to NVQ level 4, equivalent to national average and fourth highest English core city.
- Too many people are missing out on jobs and other opportunities
- Relatively high levels of deprivation, particularly affecting people with low levels of educational attainment
- In Sheffield 73.3% of people are economically active. The Great Britain average is 78% (23).

Despite these challenges there are real opportunities and strengths for us to build on.

These include:

- A growing advanced manufacturing sector and the continued development of the Advanced Manufacturing Innovation District offering significant employment, training and economic opportunities involving internationally prominent companies, as well as providing opportunities to strengthen and improve the transport links between Sheffield and Rotherham to continue to support this growth area.
- A central location at the heart of the UK with multi-modal connectivity to other key markets, including international access from airports at Manchester and Doncaster.
- Two universities with a major student population of around 60,000 providing a significant boost to the local economy.
- An active leisure economy and a growing reputation as 'The Outdoor City', including the Peak District National Park.
- Access to high quality green spaces which is a distinctive asset, attracting visitors and residents.
- Accessible and well-connected spaces for new firms to locate.
- A recognised centre for creative and digital industries.

We need to enable more movement regionally to stimulate wider growth in jobs as proposed by SCR. The challenge here is to improve journey times and the reliability of existing links and to improve regional connectivity. We need to build upon the work which has already begun to

strengthen our regional links, including the tram-train trial between Sheffield and Rotherham, and development work on the Sheffield City Region Innovation Corridor. This includes the need to align with pan northern and regional strategies (including Transport for the North’s Strategic Transport Plan, Sheffield City Region’s draft Transport Strategy, the Department for Transport’s Major Road Network proposals, etc.) in order to maximise the opportunities arising from the significant investment in our region, including HS2 connectivity and development opportunities. These larger scale interventions will be key to the creation of higher skilled jobs – some 30,000 of the 70,000 total – as envisaged by SCR.

At a more local level we need to maximise the journey time savings to be delivered by HS2 and, more importantly Northern Powerhouse Rail. Transport has a significant role to play, in providing access to opportunities and enabling greater levels of participation (in education and employment). Interventions must address the impact that deprivation and inequality of access have on transport choices.

Retaining talent and attracting new people to our workforce is also important. One of Sheffield’s great attractions for those considering coming to or staying in the city is its reputation as The Outdoor City, and its proximity to the National Park. However, we must ensure we have excellent and sustainable links to these outdoor hubs as part of a first class transport network, if we are to encourage people to stay.

Our economic aspirations require improved connectivity and faster and more reliable journeys, between businesses within Sheffield and with cities and businesses in the wider north and beyond. By their nature, these journeys will predominantly be by motorised modes and largely by road. But this cannot come at the expense of the city’s environmental, health and inclusion goals and must be deliverable with the urban and rural fabric of the city. This leads us to the following policies.

City Region policies
1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this
2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this
3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces

Sheffield’s local policies
1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
2C. We shall ensure our actions in respect of the economy recognise and address the impact of poor health, well-being and inclusion on economic productivity.
3A. Our transport system will enable the city to support a greater population and greater economic activity
9B. We shall ensure all transport modes and services are integrated and inclusive such that

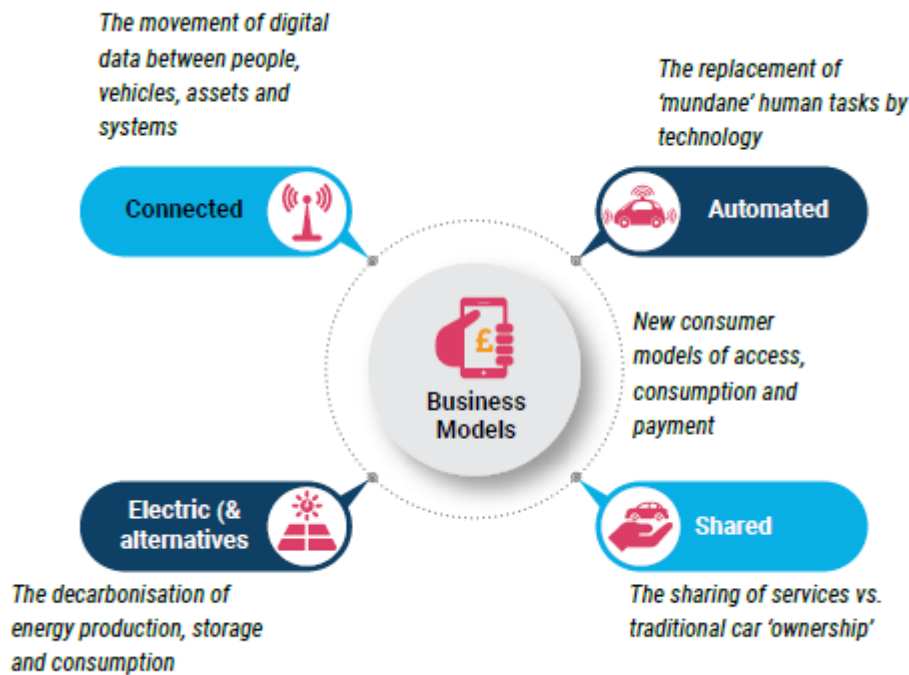
people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.

FUTURE TECHNOLOGY AND MOBILITY

Transportation is on the cusp of a revolution with new technologies and services offering improved access to a range of mobility options including some new types of service not seen before in Sheffield. Increasingly the internet will have a major role to play with 'digital as a mode' allowing those that can to work from home for some of the time, thus avoiding the commute.

The rate of technological change is rapid and some aspects of it are uncertain, but the principles described below are all happening now and as such we must ensure the Sheffield Transport Strategy is 'future ready' for those that live, work and visit here and we must be agile to the changes and opportunities ahead.

Future technology will not only improve how we travel and the choices we have, it will also help improve the places we go to and the communities across our City.



Digital connectivity is enabling many of the things we do, how we shop, how we stay in touch with friends and how we pay for things. It underpins much of what many of us do. This digital revolution is beginning to impact the transportation sector with connectivity of vehicles enabling access to services on the move, the sharing of real time information and real time journey planning for example. Digital connectivity will help make our highway network safer and more efficient and provide customers and users with more accurate travel information, travel choices and methods of payment. However, we recognise that 'digital exclusion' should not be allowed to disadvantage those who either can't access such services, or choose not to use them.

Automation and robotics will transform not only how we travel but how road and rail networks are maintained. Autonomous vehicles, whilst in their infancy, are developing rapidly and should simplify driving for existing car drivers, making the experience less stressful and potentially more productive. It should also open up mobility for people presently excluded, particularly the young, the aging and disabled. The use of robots will help us to manage our networks more safely and effectively taking people out of hazardous environments. We will need to consider the automated agenda to make sure that our infrastructure is ready for these developments.

There are already over 600 electric vehicles on the streets of Sheffield and this number is expected to grow rapidly. Electric bikes, cars, vans, buses and trucks will help improve air quality

and reduce noise in Sheffield. With other advances being made in hydrogen fuels, we need to plan for charging and refuelling infrastructure at home, at key destinations and at work, so we are ready for a clean future.

Bike sharing, car sharing, car pooling and on-demand buses are all new ways of getting from A to B without ‘owning’ a car. New providers are offering on-demand services which can be booked and paid for via a smartphone app. These new services offer alternatives to traditional bus, rail and tram which could improve access for some people in some parts of the City.

The changes outlined above could lead to new ways to use and pay for transport. Mobility as a Service (MaaS) could offer tailored journey planning and pay-as-you-go or bundled transport across all modes, working in a similar way to smartphone data contracts. We need to look at how best we can encourage people to make the most of the transport choices they have and to simplify access and payment.

Changing transport technology and mobility technology will present us with some great opportunities as well as some challenges. Some of these changes will be hard to predict and might be of benefit to some more than others.

Becoming an early adopter of technology can be costly and disruptive if the systems in development are not suitable for our needs or robust in their application. However, transport mobility and connectivity technology will present us with some great opportunities, some which of are currently hard to predict.

It is for these reasons that we will continue to explore the future, and investigate evidence about future trends in line with the Government’s adopted approach of Horizon Scanning. This allows policies and approaches to evolve over time, in response to future changes.

City Region policies
2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this
5. Lead the way towards a low carbon transport network, including a zero carbon public transport network

Sheffield’s local policies
2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
2E. We will remain alive and agile to developments in technology to ensure opportunities these present are exploited, and threats they might present are managed.
5C. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable motorised transport to be demonstrably less carbon intensive

CONSULTATION ON THE SHEFFIELD TRANSPORT VISION

Following the production of a draft “Vision” document (24), the Council undertook a public consultation exercise in January and February 2018. Just under 2000 people responded to this, 75% via the Council’s on-line “Citizen Space” site and 25% via on-street surveys commissioned to get a more representative sample in terms of age and ethnicity and to reach people who do not usually engage with such consultations.

Answers to the street survey showed people were less clear about the need for action with the most common responses being that only some parts of the city need action, or that only small

changes were needed. Respondents also showed more concern about affordability of transport, especially buses.

Some of the headlines from the overall consultation were:

- 84% public support for taking action on Sheffield’s transport, with 66% saying that it should be citywide.
- Congestion is the biggest public concern if no action were taken – in terms of its impact on all forms of travel. The effect on business featured strongly within this, followed by frequency of public transport, affordability of travel, safety and air quality.
- By mode, the largest group of people wanting citywide action were those wanting to switch from or to cycling.
- Concerns we didn’t prompt, but received significant responses, included the need for cycling infrastructure and access to public transport.
- Regarding the Vision itself, many liked our emphasis on increasing the priority/support for active travel and public transport, with a smaller but still significant number concerned about the effects this would have on car drivers.
- Some mentioned a need for more ambition, how funding could be a problem and that more detail was needed. Many people took the opportunity to express how public transport services needed improving, with some saying the Vision didn’t give them confidence that this would happen. The need for good cycle infrastructure was a concern for many.
- The feedback gave a flavour of how the public perceive different modes:
 - 42% of respondents apparently don’t currently travel the way they would like to.
 - Many were interested in cycling, but don’t because of safety concerns.
 - Many bus users want to drive but don’t have and/or can’t afford a car.
 - Many car drivers want to switch to the bus but believe buses take too long.
 - Many people wanted to use the tram but don’t have access to it.
- The main reason given for not making local journeys that people would like to was the perceived lack of a transport service that was accessible or affordable.

REVIEW OF AIMS AND OBJECTIVES

Public feedback on the Vision is seen as broadly supportive. The three proposed broad aims were not challenged and should therefore remain, namely:

Our Aim is that, by 2034, Sheffield’s transport system will		
Underpin sustainable economic growth and a city is open for business	Support and enhance the health, wellbeing and quality of life for its residents and visitors	Be inclusive and open up the city’s opportunities to all

The Vision also described a number of ‘Contributory Objectives’ that would inform the prioritisation of investment. These again were not challenged and are therefore proposed to be retained as follows:

Underpinning Sustainable Growth:

- Provide the accessibility, capacity and connectivity to the wider city region, to other cities and to ports and airports to support economic growth, prioritised to meet the needs of business and in particular the key growth sectors, to exploit improvements in regional road and rail connectivity.
- Improve the attractiveness, reputation and resilience of the city as a location for investment and living by supporting and enhancing the unique identity, the quality of the cityscape and the city’s transport system.
- Address barriers to participation in the economy of the city, in particular improving access to jobs, training and services.

- Provide good access to residents and visitors to the city’s events, cultural offering and outdoor spaces, in particular in the city centre, supporting expansion of the cultural and evening economy and also to outdoor spaces including the Peak District National Park.
- Be agile to technology change to capitalise on opportunities to realise Sheffield’s city vision.

Supporting Health and Well-being:

- Improve health, well-being and opportunity for the city’s most disadvantaged by providing interventions that improve access to services and opportunities for them.
- Safeguard and create neighbourhoods, streets and places that people enjoy being in and that are conducive to active travel.
- Improve local air quality across the city and reducing the contribution towards and negative impacts of, climate change.

Being Inclusive:

- Enable access to social and economic opportunities to improve people’s lives, reduce barriers to participation and to support economic growth through improved productivity, across the city and beyond.
- Be safe and accessible for all addressing, amongst other things, road and personal safety, air quality and incorporating measures to improve the service provided to those with characteristics protected under the Equality Act 2010.
- Ensure that the design of transport infrastructure, services and information removes and minimises inequality, and to actively advances equality – which requires disadvantaged people are actively involved in achieving this.

OUR POLICIES

Be inclusive
 Underpin sustainable growth
 Support health & well being

1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this
1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this
2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
2C. We shall ensure our actions in respect of the economy recognise and address the impact of poor health, well-being and inclusion on economic productivity.
2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
2E. We will remain alive and agile to developments in technology to ensure opportunities these present are exploited, and threats they might present are

managed.
3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
3A. Our transport system will enable the city to support a greater population and greater economic activity
4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs
4A. We will implement our Clean Air Strategy to address exceedance of legal limits in respect of oxides of nitrogen.
4B. We will continue to intervene even upon the meeting of legal thresholds, to enable shift away from modes of transport responsible for emissions of particulates and oxides of nitrogen.
5. Lead the way towards a low carbon transport network, including a zero carbon public transport network
5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
5B. We will aim to achieve a zero carbon public transport network
5C. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable motorised transport to be demonstrably less carbon intensive
6. Work in tandem with the planning and development community to create attractive places
6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments.
7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places
7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.
7B. We will assess our schemes against their performance in respect of health outcomes.
8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel
8A. We will adopt the Sustainable Safety approach to ensure the separate provisions to ensure the safety and convenience of pedestrians and of cyclists respond directly to the level of threat posed by motorised traffic, and by each other. We will adapt this as required to ensure inclusive design.
8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.
9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces
9A. We will maximise the opportunities presented by our parks and green spaces. We will improve access to these, and minimise the harms posed by transport on these.
9B. We shall ensure all transport modes and services are integrated and inclusive such that people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.
9C. We shall involve disadvantaged communities and their representatives in the development of our interventions, to ensure they reduce inequality, and actively advance equality, and to ensure inclusive design.

OUR FUTURE PLANS

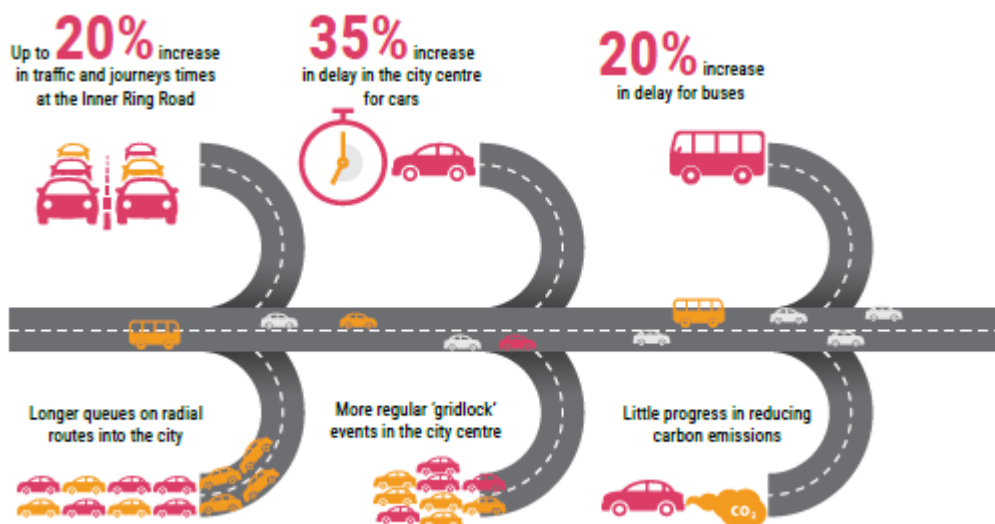
What we need to achieve

The city's vision for a thriving, vibrant regional centre requires more people to work in, visit and enjoy the city centre. Some of these will be living in the city; many will need to travel from outside – especially if the city is to play its part in the wider Northern Powerhouse.

There are many influences on traffic levels, with economic activity, technology, demographics and public expectations all playing a role. Historically, traffic volumes have fallen since the early 1990s, in particular around the mid-2000s. This is perhaps a reflection of poor economic performance in Sheffield and globally – something that has started to reverse, and we expect will continue. Some of these factors are likely to act as a downward pressure on traffic volumes in future, including changing expectations of younger generations.

However, the scale of our ambition for the city is such that our best information indicates that if we do not intervene, a significant growth in car traffic can be expected and we would anticipate significant congestion, accessibility and environmental consequences associated with this. The overall level of trip making within our local Sheffield forecasts are broadly consistent with nationally available forecasts published by the Department for Transport (DfT) and reflect wider anticipated trends for the future economy, demographics and car ownership.

The graphic below indicates our projection for impacts in the city centre and on the main corridors leading to it.

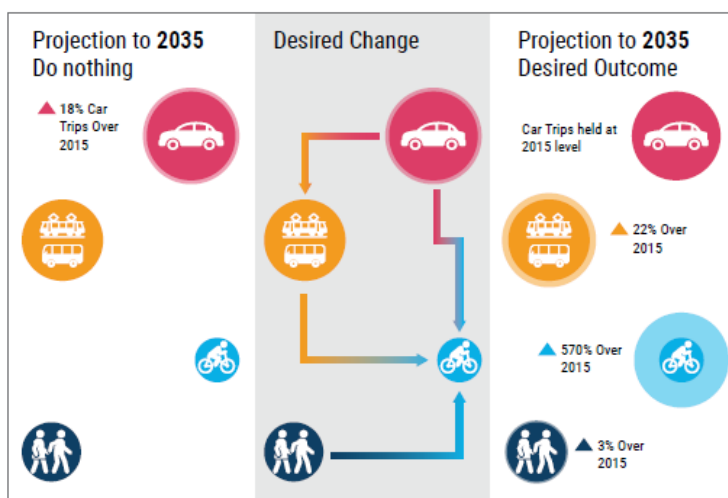


For a safer, cleaner and more inclusive Sheffield, we will need to improve infrastructure and services in a manner that allows people to make their day-to-day trips in an easy, low cost, healthy and sustainable way. Most travel in the city relates to local trips within the Sheffield boundary, with average trip length being just 3¼ miles. Moreover, many of the previously identified exclusion, health, environmental and economic challenges facing the city are felt most by Sheffield's existing residents, particularly in the more deprived parts of the city. We must also enable Sheffield's residents to move about the city and enjoy its opportunities, even if they do not have access to a car.

Notwithstanding the above, a significant component of the growth in traffic is anticipated to arise through increased movement between Sheffield and other centres, supporting economic activity in the city, the wider City Region and as part of the wider Northern Powerhouse. Whilst we welcome improved rail connectivity across the north between centres, we expect the car will remain the preferred mode for a large proportion of more diverse journeys. At the regional and national connectivity level, we will need to recognise this – both providing for it and mitigating for its adverse consequences.

Our approach, in addition to improving the opportunity and attractiveness of Sheffield, has the additional benefit of freeing up some capacity to balance supporting increased movements between Sheffield and other places, whilst still providing for local movement within the city.

The scale of this challenge is significant – but a number of small changes can make a big overall impact. By way of example, the scale of change we would envisage at the city centre is illustrated below.



OUR APPROACH

Our overarching approach will be to free up movement, in particular into the city centre and Advanced Manufacturing Innovation District (AMID), located between Sheffield and Rotherham, by the most space-efficient means. Of physical modes, these tend to be the ones with lesser environmental impacts, but this will also include approaches such as exploiting technological innovation to reduce the need for travel (such as improved digital connectivity, or 3D printing enabling products to be manufactured closer to point of use). It will also include making better use of spare capacity outside of peak periods.

This will support our objectives to provide a sustainable, attractive city and importantly, also create capacity for movement of information and ideas, as well as goods and people, within and between the city and the wider City Region and Northern Powerhouse. It also responds to the importance of our streets as places in their own right, and not solely for movement of traffic. Ensuring our transport system is space efficient will enable us to better provide for safe and attractive places that provide a positive setting for activities within the city, even in busier places.

The diverse nature of movement and activity within Sheffield means there is no single solution, or mode, that can provide for all our transport needs. Whilst there are benefits of reducing the reliance on private cars, cars do offer considerable advantages for many trips and so they are expected to remain a very significant part of the transport mix. Whilst the manner in which they are used and owned will change over time, we anticipate cars will most likely remain the single most-used mode of transport in the city.

We need to make sure our transport networks are planned in unison – both separated, to ensure each mode does not unduly impede others and integrated, so people may use a variety of modes, to suit the nature of their journey, as well as supporting activity in and around adjacent buildings and land.

To enable this, we propose to deliver future transport projects within the ‘Sustainable Safety’ framework. This seeks to minimise conflict between different modes of transport and so improve their safety and efficiency. How different modes of transport are provided for within each street are directly linked to its usage (25). In some cases, the usage of streets may need to change to enable the required provisions to be accommodated.

In the urban area, this means streets would ultimately be designated as either:

- Access streets – where motor traffic volumes and speeds would be managed to provide a pleasant environment for people in the area whilst maintaining provisions for access to premises, including for disabled people. Motor vehicle flows in the busiest hour would not exceed the equivalent of around 400-500 cars, and not more than 6 full-size buses each way. On these streets cyclists will be expected to use the carriageway. Speeds would be restricted to 20mph building upon our previous programme of changing speed limits, but crucially including changes to the design of streets as required to ensure drivers actually do restrain their speeds to 20mph or less. The priority would be providing for place, accessibility and for movement of non-motorised traffic over the through movement of motor vehicles. These would not form main bus routes, although local services may use these to serve local communities. Main cycle routes would preferably run on these streets to reduce conflict with motor vehicles; or,
- Arterial roads – busy roads designed to handle large volumes of motor traffic at 30mph (or sometimes faster), where pedestrians and cyclists are each provided with physically separate paths and crossings for their convenience and safety (or are prohibited where access is not required). These would be more engineered to support movement than access streets, but will also play their role in providing for the access, frontage and environment required to support a thriving, active city. There would be two types:
 - Public transport corridors – streets reserved principally for key public transport services, but still allowing access to local premises (including in particular for disabled people) and of course to pedestrians and cyclists. These would provide routes by-passing congestion, and avoiding the delays associated with features required to deal with large volumes of cars (in particular traffic signals); and,
 - Distributor roads – streets open to all traffic, forming the main arteries for cars and lorries in the city. Some bus services may use these streets either where separation is not possible, or not necessary.
- In some instances, particularly in the city centre, use of vehicles (including cycles) will be limited and perhaps restricted, enabling the full width of street to be used by pedestrians as a single surface (e.g. on shopping streets such as Fargate). These routes would not carry buses or be main cycle routes, nor would they carry more than the equivalent of around 100 cars in the busiest hour. Single or shared surface proposals will only be introduced where they can be effectively managed in a manner that does not create difficulties for disabled people or other pedestrians - this will typically require stringent restrictions on the use of vehicles, including pedal cycles.



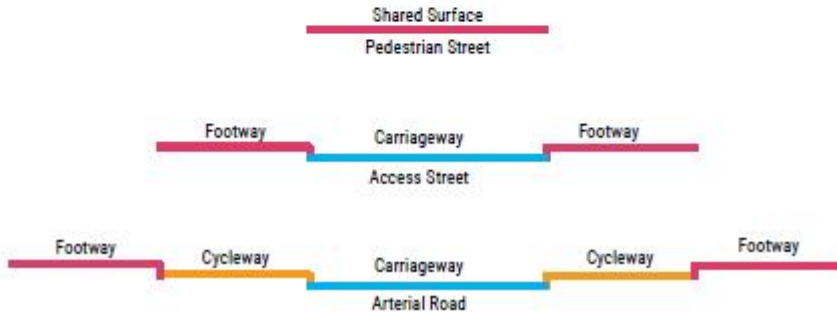
Speed Limit
Designed for...

Pedestrian Street
10mph

Access Street
20mph

Arterial Road
30mph

Max Freedom For



The intention would be for main traffic routes, public transport routes and main cycle routes to be separated as far as practical, preferably in different streets, but failing that within separate spaces within a street. This will include separation of pedestrians and cyclists. We recognise the needs, perceptions and priorities of different people using different modes. We want to enable safe, reliable journeys for all. We need to not only reduce collisions, but reduce the possibility that collisions can occur and the belief that they might.

Separation will enable us to deliver places that are safe and feel safe for non-motorised travel and will make walking and cycling more attractive and practicable options for day-to-day travel. This will additionally enable us to create public transport corridors largely free of red lights and other impediments where, much like the tram or a train, buses only need to stop to pick up or set down passengers.



Extract from City Centre Plan (26) – of main motor (black), public transport (blue) and cycle (light blue) routes, and how this leads to street classification

This will not mean that every project will make improvements for all modes – we will focus on projects that meet the overarching objectives for the city and address local challenges.

The purpose is to displace a modest proportion of existing and new short, local car trips onto public transport, foot and bicycle. This will improve the quality of the environment in the city, and also free up capacity for greater numbers of people coming in and out of the city to work or visit, including those coming by car.

On main roads connecting the major economic areas to each other and to other places, we will need to enable fast and reliable trips for both people and goods in cars and lorries. But for local trips, space will need to be taken from private motor traffic to halt the shift towards car use and enable switch towards public transport, walking and cycling. Some increase in inconvenience will result for car journeys for local trips, at least in the shorter term.

All of the actions included in this document are conditional on being affordable, funded, providing value for money, public and political support and continuing to remain suitable and relevant as circumstances change.

THE FIRST PART OF THE PLAN (TO 2025)

National and pan-Northern Connectivity

Rail

Context	Action	Outcomes	Impact
Planning approval granted for improvements to Hope Valley line	Push for additional and faster services to Manchester and Leeds	Improve accessibility by rail	Greater agglomeration between Sheffield, other northern economic centres and London
Recent and projected strong growth in rail patronage	Support HS2 & NPR	Faster and more frequent rail services	
Transformational national and regional rail connectivity	Deliver HS2 Growth Plan and Station Masterplan	Modal shift away from private car to train and/or tramtrain	
Opportunity provided by existing rail infrastructure	Lobby for service enhancements as rail franchises renewed		

Railways have been a success story for Sheffield as rail passenger arrivals into the city centre have more than doubled since 2001. However, we know that commuting movements into Sheffield from beyond the city region remain low given Sheffield’s size. With developments including Northern Powerhouse Rail (NPR) and High Speed Two (HS2) supported to address this, we expect strong growth in rail patronage to continue into the future and we need this to support the Sheffield and Northern Powerhouse economic aspirations.

We are working and will continue to work with delivery partners to ensure that the benefits of these transformational projects are realised in the city. This will include putting in place the infrastructure

and services to connect HS2 and NPR to the wider city and City Region, as outlined in subsequent sections.

The city has secured new services through the new Northern Rail franchise and we continue to push for these to be implemented. We will also seek further improvements to services as franchises come up for renewal. An early example of that will be delivery of improvements on the Hope Valley line and we will push to ensure this additional capacity is utilised by further services between Manchester and its airport, and Sheffield. We will collaborate with Network Rail on priorities under future Control Periods.

We will also work with partners to make better use of existing rail routes for both passengers and freight. In particular on routes to the Advanced Manufacturing Innovation District and South East, and to Doncaster Sheffield Airport, and exploring options for the expansion of tram-train services.

<p>Actions</p>
<p>We will support Northern Powerhouse Rail, and High Speed 2, to provide faster and more frequent services between Sheffield, its partner cities in the north, London and elsewhere. Specifically, we will work towards the delivery of –</p> <ul style="list-style-type: none"> • 6 trains per hour to Leeds, with journey times under 30 minutes; • 6 trains per hour to Manchester and its airport, with journey times under 30 minutes; • Two HS2 services per hour to London, with journey times under 1½ hours.
<p>We will work with partners in the City Region, Transport for the North, HS2 Limited and Network Rail to deliver a masterplan for Sheffield Station. This will cover, amongst other things, the transport infrastructure improvements required in order to accommodate and serve High Speed Rail and Northern Powerhouse Rail, and provide connectivity to HS2 for local communities and the wider City Region. This will also consider connectivity for all modes, ranking, waiting and parking provision for cars and taxis, and will include re-thinking the operation of the Inner Ring Road in the vicinity of the station.</p>
<p>We will push to ensure improvements to the Hope Valley Line and at Dore result in an additional hourly service between Sheffield and Manchester and its airport by 2024.</p>
<p>We will continue to push for enhanced services and rolling stock as committed in the new Northern Rail and Trans Pennine Express franchises, to be delivered by 2024, including –</p> <ul style="list-style-type: none"> • An additional hourly off-peak service to Worksop and Retford, and faster services to Lincoln; • Faster services between Sheffield and Leeds, including extended services to Bradford; • Additional Sunday services.
<p>With City Region partners, and authorities in the East Midlands, we will lobby for enhanced services as part of the East Midlands franchise renewal, including by 2026 –</p> <ul style="list-style-type: none"> • Delivery of two trains per hour to London, with journey times under two hours; • Ensuring new rolling stock delivers on improved speed and reliability, and reduced train emissions in Sheffield; • Retaining existing connectivity, with improved rolling stock and facilities, to Liverpool and to Norwich; • Additional stopping services to call at Dore & Topley and Dronfield; and, • Faster services and extended operating hours on weekends.
<p>We will support the City Region in their study into reintroduction of passenger services on disused or freight lines.</p>
<p>We will work with partners to review provision for rail freight, to exploit opportunities for freight to be moved from road to rail, improve access to the rail network for manufacturers, and support improvements to passenger services.</p>

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
- 1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity

Road

Context	Action	Outcomes	Impact
Demand at M1 Junctions 33 and 34 exceeding capacity	Provide new road link between Sheffield and Rotherham avoiding motorway junctions	Local traffic diverted away from motorway junctions	Capacity for further development in AMID unlocked
Circa 40% of traffic passing through these junctions is local i.e. not accessing the M1	Support Trans-Pennine Tunnel highway improvement	No objections from Highways England to further development	Improved connectivity in the North, supporting growth in key sectors and their high value jobs
Highways England holding up development of the city because of congestion on the M1	Provide multimodal capacity improvements to connect Sheffield to Trans-Pennine Tunnel	Improved accessibility between Sheffield and Rotherham, and markets beyond	Realisation of the agglomeration benefits of a much larger, single Northern economy.
Hazardous, slow and unreliable Trans-Pennine connections		Faster, safer and more reliable connectivity between Sheffield and Manchester	

The M1 motorway provides the road artery connecting Sheffield to the wider City Region, the Northern Powerhouse, the wider UK and to ports and airports. The Strategic Road Network also provides a vital artery for the movement of people and freight across the broader north.

Almost all movements between Sheffield and Rotherham must pass through motorway junctions. These junctions suffer significant congestion at peak hours, and there is little scope for increased capacity at these junctions given physical constraints. Additionally, the number of freight movements through the motorway and its junctions is exacerbated by constraints on the local highway network, notably low railway bridges, which also hinder accessibility and permeability within the Advanced Manufacturing Innovation District, raising a serious challenge for the city. (27)

The operators of the motorway, Highways England (HE), now routinely object to and hold up planning applications, due to adverse impacts on the national Strategic Road Network. This capacity constraint will need to be eased if the growth of the city is to be achieved. Collaboration will be required between Sheffield and Rotherham councils, and HE, to ensure the solution addresses both Highways England’s concerns and the city’s need to support growth in a sustainable and equitable manner.

The X1 Sheffield to Rotherham to Maltby SteelLink bus service, started in September 2016 and the Sheffield to Rotherham tram-train service due to commence later in 2018, should help improve public transport connectivity, but this is not expected to be sufficient to address the issue in itself.

In the longer term, the City Council supports the Northern Powerhouse vision for improved connectivity across the north, including proposals for improved trans-Pennine connectivity between the northwest, Sheffield, Hull and the Humber ports. (5)

Improved connectivity will bring great economic advantages to Sheffield and the north of England. We must ensure that local transport infrastructure and services in Sheffield provide for the 'last mile' between the Strategic Road Network and growth areas, to lock in these benefits. Given the most promising option for this improved connectivity is for a new, partially tunnelled route in the Woodhead Pass corridor, we envisage that our focus for improvements will be on the A61 Penistone Road corridor.

You said: The impact of transport issues on Sheffield's attractiveness for business and investment was the second most raised concern. 580 (30%) of respondents had this in their top three concerns.



We did: Address the most significant transport constraint on investment in Sheffield, which is Highway's England's holding objection to planning applications in the city centre and Lower Don Valley.



Actions

Working with the Department for Transport, Highways England and Rotherham MBC, we will bring forward the SCR Innovation Corridor project as part of the Government's Local Large Major Projects programme. This will provide a new road to relieve motorway junctions of local traffic and so resolve Highways England's objections to growth in the city, and to improve access to and within AMID, particularly for commercial vehicles.

We will support Highways England and Transport for the North in delivering improved trans-Pennine road links between Sheffield and Manchester. We will work with them and our partners in the City Region, to identify and deliver local multi-modal connectivity and capacity improvements, to support and lock in the benefits of this project.

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people's needs throughout their lives.
- 1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
- 2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity

CITY REGION CONNECTIVITY

Local Rail

Context	Action	Outcomes	Impact
Opportunities offered by rail improvements to better connect central Sheffield to other centres	Explore options for better utilisation of existing rail infrastructure	Improve accessibility by rail	Benefit of national and Northern Powerhouse rail improvements enjoyed beyond the city centre
Need this improved connectivity to be accessible to and enjoyed by the wider City Region		New local rail services	Realisation of the agglomeration benefits of a much larger, single Northern economy
		Modal shift away from private car to train and/or tram-train	

For the benefits of improved rail connectivity to be realised, we must ensure that the transformational improvements to services at Sheffield station can be accessed from the wider city and City Region. To this end, we will explore opportunities afforded by existing infrastructure to improve local rail connectivity between central Sheffield, the wider district and to our partner districts in the City Region.

Work by Network Rail to understand future rail capacity is underway. Early findings include that increased demand for rail travel between Sheffield, Barnsley and Leeds will likely result in more passengers standing by 2024. This section of line provides a key public transport route, connecting Chapeltown, Meadowhall (and its associated park & ride sites) and the city centre.

Existing rail infrastructure may also be of use in improving connectivity within the district. Where existing, use of railways will be considered as part of our mass transit studies (see the Mass Transit section).

Actions
<p>We will work with Network Rail to identify required capacity improvements on local rail routes (in particular to Leeds via Barnsley), and we pursue these through Transport for the North and the Department for Transport.</p> <p>We will look to support these with accessibility and parking improvements at and around Chapeltown and Meadowhall stations.</p> <p>We will, with Network Rail and partners in the City Region, initiate a study of rail provision on the Sheffield to Lincoln and Rother Valley lines. This will seek to explore options for improved rail connectivity between the city centre and Waverley and the Advanced Manufacturing Park, Beighton, Sothall and, in liaison with Rotherham MBC, Aughton and Killamarsh.</p> <p>The review will explore options for new stations and new local services, perhaps including further roll-out of tram-train services. It will also consider access to existing and potential stations, including park & ride, and cycle routes.</p> <p>We will, with partners, initiate a similar study in respect of the lines to Wakefield, including exploring opportunities for additional services and stops in the Lower Don Valley, Rotherham and the Dearne Valley.</p>

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
- 1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

Securing the tram system

Context	Action	Outcomes	Impact
Existing infrastructure reaching end of useful life	Secure existing tram network with capital maintenance	Tramway infrastructure fit for operation	Maintain accessibility by public transport
Inter-peak service cuts owing to traffic congestion	Strengthen tram priority	Faster and more reliable tram journeys in interpeak periods	Improved business case for future public transport improvements
Age and limitations of existing infrastructure and rolling stock are existential threat to Supertram	Create a City Public Transport Partnership, including Supertram	Lower operating costs	

Our most pressing challenge is that the Supertram system requires extensive maintenance. Vehicles and infrastructure are reaching the end of their economic life and require extensive maintenance, only affordable with central Government support (28). Should the city fail to secure funding for these maintenance works, the failure of Supertram would be a major setback, ruling out future tram extensions and posing challenges as to how (or if) people currently travelling by tram would travel into the city and undermining the improvements in connectivity between Sheffield and Rotherham afforded by tram-train. Avoiding this is our first public transport priority.

You said: Of car drivers, 19% indicated they would prefer to take the tram if this were viable for them. Other than continuing to drive, this was the most popular preference. Not having access to the tram and the length of journey times, were cited as the most common obstacles for those who would like to make the change to tram.



We will: Secure the existing tramway, and provide a platform to provide additional and improved tram services. We will act to improve the speed of tram services in the city.



Actions
We will support South Yorkshire Passenger Transport Executive in delivering the refurbishment and security of the existing Supertram system as part of the Department for Transport's Local Large Major Schemes programme.
To show the city's commitment to the retention and extension of Supertram and to maximise its economic benefit, we will strengthen tram priority including during inter-peak periods, in particular reversing the relaxation of the Hillsborough tram gates. We will work with Supertram to reverse service cuts in the inter peak periods.
We will learn from the experience of delivering the Sheffield to Rotherham tram-train pilot and its impact and will apply this knowledge to future mass-transit schemes.
We will work in partnership with Stagecoach Supertram in the same manner as with bus operators. As a first step, we will invite Stagecoach Supertram to join the Sheffield Bus Partnership, to create a City Public Transport Partnership.
With SYPTE, we will explore options to expand park and ride sites on the Supertram system, to meet demand at Meadowhall, Middlewood and Halfway.

These actions will support the following policies –
<ul style="list-style-type: none"> • 2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes. • 2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield. • 3A. Our transport system will enable the city to support a greater population and greater economic activity • 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable • 5B. We will aim to achieve a zero carbon public transport network

New mass transit corridors

Context	Action	Outcomes	Impact
Existing high levels of car usage from suburbs (and beyond) into city centre	Develop new high speed, high frequency mass transit corridors	Improved public transport uptake in suburbs	Improve accessibility by public transport
Uncompetitive bus journey times to suburbs	Provide park & ride to support interchange between car and mass transit routes	Provide connectivity to employment areas	Maintain and improve accessibility to city centre by road
Increased demand associated with more homes and jobs in the city		Suppression of growth in car trips to city centre, and so reduce congestion	
Need to provide connectivity between enhanced rail services at Midland Station, growth areas (such as AMID) and Doncaster Airport.			

The growth of the city (both in its physical size and in the numbers of people living and working here) and the need for public transport to become more competitive, leads us to identify a need for new mass transit routes. To compete with private car travel these will need to provide fast, prioritised, limited stop services from the city’s outer suburbs, which together with Park & Ride services, will enable those arriving at the city by car to avoid bringing their cars into the city centre.

These projects will be a significant undertaking. Any bus-based mass transit would take upwards of five years to deliver; a tram would take ten years or more and we must first undertake studies to prioritise and develop schemes for our key corridors.

You said: A third of car drivers would prefer to use public transport if it met their needs. Of respondents to the Transport Vision questionnaire, the greatest openness to use improved public transport services instead of the car was reported by residents in the north of the city, Stocksbridge and Chapeltown



We will: Secure the existing tramway, and provide a platform to provide additional and improved tram services. We will act to improve the speed of tram services in the city.



<p>Actions</p> <p>We will develop and bring forward proposals for new high speed and frequent mass transit routes, possibly tram or tram-train extensions, or rail where lines exist. These will incorporate park & ride on key gateways to the city. We would envisage these would form dedicated public transport corridors, also improving journey speed and reliability on existing services.</p> <p>Our first priority is to investigate mass transit opportunities between Sheffield, AMID and Rotherham. A study is ongoing and should identify a preferred option by Summer 2018.</p> <p>Our next areas for exploration are services along the following corridors</p> <ul style="list-style-type: none"> • The Upper Don Valley – with possible routes from Sheffield to Stannington, Wisewood, Stocksbridge and Grenoside; • From Chapeltown and High Green to Sheffield via Meadowhall, Northern General Hospital and/or Hillsborough; • Meadowhead to City (to support a potential park & ride site near Bowshaw Roundabout); • A north orbital service, connecting Hillsborough to Northern General Hospital, Meadowhall and AMID; • A new service to the south east, providing faster connections into the city from Handsworth, Woodhouse and Beighton, possibly with a spur to Aston and Aughton including a new park and ride site to serve the A57; and, <p>Improved direct services between the West and South West, the city centre and the Lower Don Valley and Meadowhall (which might form an extension of the route(s) to serve AMID).</p> <p>In partnership with Sheffield City Region, we will integrate our local mass transit proposals with proposals for onward routes to connect to other parts of the city region. Our priority</p>

corridors align with potential onward mass transit routes from Sheffield:

- To Rotherham, Doncaster and Doncaster Sheffield Airport;
- To Hoyland and Barnsley; and,
- To Dronfield and Chesterfield.

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
- 1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
- 2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

Road

Context	Action	Outcomes	Impact
All junctions on Inner Ring Road over capacity by 2024 (now?)	Major improvements to junctions on the Inner Ring Road	Additional highway capacity	Improved accessibility to city centre by road
Congestion on Inner Ring Road approaches delays public transport	Improved highway links between Upper Don Valley, Lower Don Valley and Inner Ring Road	Faster, more reliable public transport	Improved accessibility to Upper Don Valley and parts of Lower Don Valley by road
Ring road creates severance for pedestrians and for cyclists		Fewer collisions	Improved accessibility to city centre by public transport
Poor safety record		More pleasant and expedient conditions for walking and for cycling	Modal shift away from cars
Circa 50% of movements on the Inner Ring Road is		Through traffic between Upper and Lower Don	Improved perceptions of safety

cross-city traffic		Valley and Sheffield Parkway is diverted away from the City Centre and Inner Ring Road	
Poor performance of the Inner Ring Road encourages traffic to cut across the city centre		Less traffic using cutting across the city centre to avoid the Inner Ring Road	Maintain walking modal share

As described previously, road connectivity is vital in enabling economic activity in the city. Road transport is and will likely remain, the majority mode for transport of freight, and for passenger travel between Sheffield, the wider City Region, and beyond.

Responding to this need, the Department for Transport is in the process of identifying a Major Road Network (MRN) nationally. These economically important routes will be eligible for targeting funding from central Government to reduce congestion and support economic and housing growth. This network will be the focus of our efforts to keep traffic moving. This will include both highway improvements and also reducing the degree to which capacity is utilised by local trips that could be made by more efficient means.

Just as local traffic can pose issues compromising the operation of the Strategic Road Network, this cannot be allowed to happen to the MRN which needs to provide fast, reliable connectivity between businesses within and beyond Sheffield.

We would therefore not wish to implement measures that would induce growth in the use of private cars for local trips at the expense of more efficient modes. Except where required to mitigate for the impact of local developments, it is therefore unlikely we will entertain highway capacity improvements away from the MRN, and links between this and the main employment areas.

The Inner Ring Road is key to our plans for the development of the city centre. Its operation is key to creating a more pleasant and attractive environment in the city centre whilst providing access to it (particularly for visitors to the city). It and congestion on it, also acts as a barrier to the movement of people travelling by public transport, foot or bicycle, and to freight. These are all modes we need to support and enhance to supply the city centre with the people and goods that will support its growth.

Already, most junctions are full to capacity in peak hours, and public transport is delayed in the resulting congestion. Minor junction improvements, such as that proposed at Bridgehouses, will help for some time to support early developments, but cannot in themselves address the scale of the challenge the city faces.

Furthermore, in its current form the Ring Road acts as a constraint to the benefits of economic growth reaching neighbouring districts. Connectivity across the ring road and in parts the environment along it, are poor. Previous limited interventions, such as at Sheaf Square and the University have demonstrated that many of the negative impacts can be mitigated.

If we do nothing, we anticipate journey times on the Inner Ring Road to increase by around 25% (29). More problematically than that, existing capacity issues combined with a lack of resilience in junction and traffic signal control design on the Inner Ring Road do, on occasion during busier parts of the year, result in gridlock events and standing traffic throughout the city centre, which in

turn causes severe delays and disruption to all transport networks. Deliveries and bus services will become more difficult and time consuming to provide, resulting in a less attractive city for investment, and requiring more commercial vehicles to do a similar job. If we do not address the capacity issue we expect these gridlock events will become more frequent, severely undermining our development and environmental aspirations.

We will develop a programme of major improvements on the Inner Ring Road, not only to increase capacity, speed up public transport and improve resilience, but also to mitigate for the severance and adverse environmental impacts it and the traffic on it, creates.

We are mindful that, due to Sheffield’s geography and consequential lack of a complete Outer Ring Road, there are major traffic movements across the city centre via the Inner Ring Road, in particular to growth areas in the Upper and Lower Don Valleys. About half of all traffic on the Inner Ring Road has neither origin nor destination in the city centre, a pattern we broadly expect to continue into the future.

You said: Congestion was the top concern, with 1,201 (62%) of respondents listing this in their top three.



We will: Progress capacity improvements at our most problematic locations on the Major Road Network where this will support economic and housing growth and provide both more capacity and better options for more sustainable modes of travel.



Actions
We will construct the highway improvement on the Inner Ring Road at Bridgehouses, to quickly provide capacity for development in the West Bar and Kelham Island areas.
We will develop and bring forward the next phases of improvements to the Inner Ring Road. These will be multi-modal improvements; securing additional capacity, quicker and more reliable bus journeys and safe attractive crossings for people on foot or bicycle. These priority areas will be Shalesmoor, and the roundabouts at Moore Street and Bramall Lane.
We will work with the Department for Transport to identify a Major Road Network for Sheffield, providing connectivity between areas of economic importance and the outside world. With the City Region and in line with the overall Sustainable Safety approach, we will develop schemes to - <ul style="list-style-type: none"> • Improve capacity and reliability on the Major Road Network. • Reduce and mitigate harms to local communities and vulnerable road users caused by the MRN and traffic using it. In the interests of preserving the functionality of the Major Road Network, we will avoid bringing forward highway schemes that might encourage greater use of private cars for short local trips.
We will investigate the potential for improved road links between the Upper Don Valley, Lower Don Valley and Sheffield Parkway , to facilitate movement between these key economic areas and infrastructure without routing traffic through the city centre / Inner Ring Road and to open up new land for development.

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

CITY REGION CONNECTIVITY

The city centre

Context	Action	Outcomes	Impact
Capacity for 20,503 additional jobs in city centre by 2024	Rolling programme of highway works to improve public realm and permeability and accessibility of city centre	High quality and distinctive environment	More investment into Sheffield City Centre
12,469 additional homes in city centre by 2024	Review of traffic restrictions in city centre to support this	Safe, more convenient streets for walking and cycling	Foundations laid for wider walking & cycling improvements
Existing and projected congestion issues		Improved and more resilient access to city centre businesses	
Need for attractive environment to attract investment			
Focus of movements in city			

The city centre forms the driver for growth in Sheffield and the wider city region, with potential to accommodate around one quarter of the City Region’s jobs growth aspiration of around 70,000 new jobs by 2024 (20). As such, the city centre needs not only to provide for the transport needs of people coming into it and living within it, but needs to perform as a destination in its own right.

We will need to continue our work on improving the quality of environment in the city centre, to make it an attractive place in which to work, live and visit. Our approach to managing traffic in the city centre is described in more detail in the City Centre Plan – the focus will be on seeking to manage traffic volumes to provide a safe, pleasant environment whilst minimising the need for heavily engineered and/or inflexible solutions.

This will enable our vision to be achieved in a manner that allows us to provide good accessibility to the city centre for goods and people, whilst also allowing us to adapt to changing circumstances, provide the best use of public space, and to deliver co-ordinated improvements to the quality of the urban environment.

Our proposals in respect of the Inner Ring Road and the new Public Transport Box (detailed later) will be key in enabling this vision to be achieved whilst supporting good access to the City Centre and ease of movement around and across it.

<p>Actions</p> <p>We will deliver a rolling programme of public realm improvements in the city centre. These will provide an attractive environment, enabling safe and convenient movement by sustainable modes, and sustainable access to existing and new developments.</p> <p>We will review traffic restrictions to manage volumes of motorised traffic in the city centre in support of this, whilst also –</p> <ul style="list-style-type: none"> • maintaining reliable access to local businesses and homes for people and goods • provide the flexibility and resilience to enable the city centre to function during its redevelopment; and, • ensure accessibility for disabled people is maintained and improved. <p>These actions will support the following policies –</p> <ul style="list-style-type: none"> • 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives. • 2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes. • 2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield. • 3A. Our transport system will enable the city to support a greater population and greater economic activity • 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable • 6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments. • 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

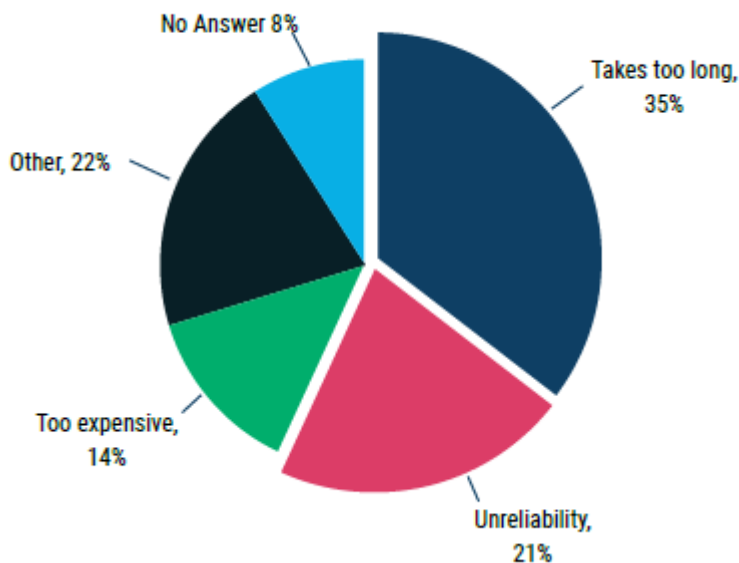
Bus

Context	Action	Outcomes	Impact
Falling bus patronage	Provide extra priority for buses	Faster, more reliable bus services	Maintain and improve accessibility by public transport
Poor and worsening bus speeds	Reviewing city centre stopping arrangements for buses, including reviewing the future of Pond Street	Reduced operating costs	Improved business case for future public transport improvements

	interchange		
Buses expected to be caught in severe city centre congestion	Review operating model for buses, to achieve integration and simplification of services, timetabling, ticketing, and infrastructure	Mode shift from car to bus, and so slower traffic growth	Maintain accessibility by road
Congestion at bus stops in the city centre			
Opportunities under Bus Services Act 2017			
Lack of ease of use of buses compared to cars			
Complex ticketing and network			

As in any large city, public transport is vital to the functioning of Sheffield. But in Sheffield's case, the system is in decline; suffering a trend of worsening journey times and falling patronage.

Whilst the tram is the flagship system, the bus is most significant by proportion of passengers moved. 17% of passenger movements into the city centre are by bus, the most of any mode except by car and about three times the number made by tram. However, this mode shows long-term decline and bus journey speeds are showing a decline. Recent national research has demonstrated a clear link between bus speeds and bus usage (30) and we know car journey speeds are often notably greater than bus journey speeds, even in congested periods. Response to the Transport Vision consultation supported the idea that buses need to be faster. As a first step we need to maximise the attractiveness of the bus service using the infrastructure, vehicles and operating model we have now, but recognise this could change.

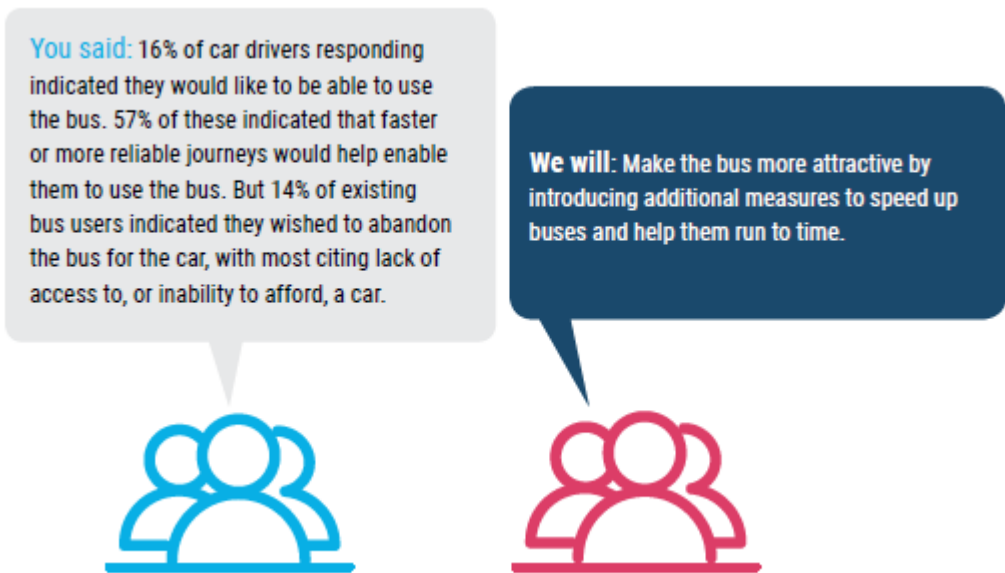


We also recognise that understanding the huge variety of bus and tram services, tickets and timetables available in Sheffield is difficult for some service users. We don't believe that it will be enough to simply make the bus faster. We need to make it simple to understand and use, and therefore, more attractive.

Whilst recent work has sought to improve the provision of bus services in this regard, we think a step-change is required to reverse the decline and to make buses and trams as easy to use as cars, both to attract people away from cars and on to bus services, but also to encourage existing bus passengers not to abandon the bus for the car. There are new business models emerging in the field of public transport. Whilst many of these could only be delivered in partnership with public transport operators, we will consider the opportunities these models could provide to enable new and improved services. We will act to enable these opportunities and will lobby Government for additional powers where this would help improve public transport outcomes.

The boundaries between private cars, taxis and public transport, are expected to shift and become blurred as technology allows for and makes it easier to provide a wider range of operating and business models. Our policies and practices will need to adapt to this change, to make sure that we make the most of the new opportunities and to make sure these changes support and do not undermine the city's transport system. An example is the role of taxis. These have been regarded as part of the public transport system and have been admitted to bus lanes. However, growth in ride share services could reach a point where this becomes impracticable. Given differences in use of road space, a stronger case might be made for prioritising demand-responsive mini-buses, than for individually hired vehicles.

Some of these new transport models and technologies represent a threat to bus services, as do some of our transport proposals (for example our cycling proposals). Therefore, all modes can be expected to compete for bus passengers and revenues. We will need to ensure the bus, as part of the wider public transport system, is financially sustainable and provides the mass transit and accessibility functions the city and its people require. To achieve this, we need to ask fundamental questions as to how the bus service operates in Sheffield and how it will operate in the future.



Actions

We will **introduce additional bus priority, including new bus lanes** on existing key bus routes, to not only protect buses from congestion but also to **proactively improve bus journey times**. This will help to cut operating costs and **enable the provision of new and improved bus**

services. Other priority measures will include **traffic signal control improvements**, realigned to **proactively speed up buses**, rather than merely bringing late running buses back to timetable.

We will **extend the hours of operation of existing bus lanes** throughout the city to include weekends and daytime periods, to ensure bus journey times and reliability are maintained throughout the day and to reduce the costs of operating public transport in the city. To improve bus speeds, we will also **review our policy on admission to bus lanes**, considering whether permitting taxis, motor cycles and pedal cycles to use bus lanes remains appropriate in light of this strategy.

We will **introduce a new 'Public Transport Priority Box'** in the city centre. This will form a ring of streets in the heart of the city centre, where buses are prioritised and other motor traffic restricted, to enable the faster movement of buses and simplify and rationalise the routing and stopping of buses. This will include prohibiting cars and lorries from some sections of street to facilitate bus movement, and will be supported with a shuttle bus to maintain penetration within the box.

Although not finalised, this priority box could be formed of the following streets –

- Arundel Gate / Eyre Street
- Cumberland Gate / Fitzwilliam Street
- West Street / Church Street

Working with the City Region Mayor, we will review the operating, business and regulatory model for public transport services in the city, to provide the best platform from which we can maintain and improve public transport services in the manner that best meets Sheffield's needs. The review will explore:

- How bus services are procured, regulated and co-ordinated.
- How hackney carriage and private hire vehicles (taxis) are licenced, regulated and accommodated.
- The fitness of bus and taxi fleets for purpose. For example, providing a safe convenient and accessible journey for passengers and minimising harm, particularly air pollution.
- How bus services, including vehicles and information, can be improved to facilitate access to public transport for disabled people.
- The integration of public transport services with each other, infrastructure and network operation, including provision of stops, stands and ranks.
- Introduction of an 'Oyster card' style smart, prepaid ticket, automatically offering passengers the cheapest fair, enabling travel across modes and operators and reducing the time buses are waiting at stops.
- How public subsidy can be best used to support a faster, cost competitive and high quality bus network.
- How different operating models and/or technologies can ensure resources are used in a more efficient and co-ordinated manner.
- How demand for transport may change into the future, to ensure public transport is fit for purpose.

The aim would be to remove barriers to using more efficient forms of transport, ensure cost effectiveness, ease of use, and reduce barriers to travel for all citizens.

These actions will support the following policies –

- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
- 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised

modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

- 9B. We shall ensure all transport modes and services are integrated and inclusive such that people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.

Active Travel

Context	Action	Outcomes	Impact
Existing high levels of car usage from some suburbs near city centre	Improve infrastructure for cycling in city centre, and areas where there is greatest opportunity to relieve city centre of car trips	Modal shift away from private car to bicycle for some short trips	Maintain and improve accessibility by road
Concerns regarding the safety of cycling	Offer schemes to improve access to electric-assist cycles		Increased cycling rates
Perceived lack of credibility for cycling as an important part of the transport mix for the general public	Support dockless bike hire scheme and explore options for supply of electric bike		Small contribution to improved air quality
	Work with City Region Combined Authority and Local Enterprise Partnership, and with local communities, to sell the benefits of cycling		

With support from the Department for Transport and the City Region, Sheffield will be amongst the first cities in the country to develop a Local Cycling and Walking Action Plan (LCWIP), which will be produced during 2018. This will prioritise and plan for infrastructure improvements to support walking and cycling in the City Region.

Sheffield will prioritise improvements in the areas where there is greatest opportunity for ordinary members of the public to cycle short trips into the city centre and where this would be instead of making car trips. The first priority will be the areas connecting the city centre with and suburbs in the Broomhill, Highfield, Sharrow and Nether Edge areas; development work on later priorities will continue in parallel.

We know from travel patterns in Sheffield and from experience elsewhere that these cannot be isolated 'superhighways'. If cycling is to be a credible option for more people in Sheffield, we will need to intervene on an area-wide basis to provide for the journey door-to-door, not only for access to the city centre but also local schools and services.

This level of accessibility would also be needed if the city were to exploit the use of cargo bikes, enabling a wider range of personal journeys to be made by bicycle and also potentially opening up opportunities for the last leg of delivery trips to be made by more sustainable means. We need to strive to make cycling an option for people, regardless of their current level of fitness, impairment, or indeed their interest in cycling as a pursuit.

This probably represents the most far-reaching element of our strategy. Success will be contingent on the taking of difficult decisions. We understand it is difficult to believe this pain will be worth it and we know many people reading this do not entertain cycling in Sheffield and may struggle to relate with people who do.

Notwithstanding this, cycling presents a relatively low cost opportunity to relieve the city centre of traffic congestion. We must exploit this fully if we are to achieve growth without gridlock. Peak hour car trips wholly within Sheffield currently have a mean length of around 3¼ miles, a distance achievable by bicycle within 25 minutes where topography and infrastructure are right.

By enabling more people to cycle, we can relieve the city centre of as much commuter car traffic as arrives into the city in morning peak hour on Sheffield Parkway (31). This is even accounting for our unfavourable topography and is based on achieved real-world behaviours of the general population and not just people identifying themselves as cyclists.

Increasing the amount of cycling is particularly important given the need to facilitate greater motorised vehicle travel between the city and neighbouring economic centres and so that we can play our full role in the Northern Powerhouse.

The response to our consultation, which indicated around 13% of car drivers would prefer to cycle when making their most common trip, is consistent with DfT modelling. A quadrupling of bicycle movements (including a shift of 11% of local car trips i.e. those wholly within Sheffield District) to/from the city centre is realistic, if we focus on meeting the needs of people for whom cycling could become a realistic option.

On the basis of responses to the Transport Vision consultation, the scope for walking to address Sheffield's transport challenges appears to be limited. Only 1% of car drivers indicated they might leave their cars at home if walking were a better option. However, walking remains important to the functioning of the city, as it ensures access to public and to local services. Therefore, whilst our strategic active travel interventions will be focused on cycling, our focus for walking will be on local accessibility in communities and the areas in and around city centre.

Recognising the limitations of Sheffield's size and topography and the opportunity afforded by new technology, we will work to improve access to electric bicycles in the city. We know this technology is not yet sufficiently developed to be viable and affordable for many. We will however conduct further work to make electric bikes more accessible and our work to identify what needs to be done to decarbonise the transport system will further explore this (see also the following Future Ready actions section).

To bring the city with us on this ambition, we will work hard to develop our proposals with local residents, businesses and communities, particularly disadvantaged communities, to ensure our proposals work for the city as a whole.

We will prioritise the needs of the general population, for the benefits of cycling are only realised if we bring the city at large with us, and meet the needs of ordinary people, including disadvantaged people.

We will focus our active travel initiatives where there is greatest opportunity to relieve congested parts of the network of car trips, particularly the city centre. Our initiatives will be based on the propensity of the general public to cycle, not only existing cyclists – acknowledging that the population generally will be less inclined to cycle, at least initially, particularly where distance and/or topography are a barrier.

You said: 75 (13%) of car drivers responding indicated they would prefer to make their journey by bicycle. Two-thirds reported safety as being the biggest obstacle to them making the change. No existing cyclists indicated a desire to switch mode.



We will: Refocus our active travel efforts on people who might be able to cycle but don't currently.



<p>Actions</p> <p>As a first phase, we will deliver enhanced conditions for cycling in the City Centre and suburbs in the Broomhill, Broomhall, Highfield, Sharrow and Nether Edge areas, in line with the City Centre Plan, and the aforementioned 'Sustainable Safety' approach. This is the area where evidence suggests there is greatest scope to relieve the city centre of commuting car trips.</p> <p>We will work with Sheffield City Region to develop and align the Local Cycling and Walking Infrastructure Plan to meet the city's needs and we will deliver on the findings of that plan where these identify additional priorities.</p> <p>We will develop and bring forward cycling proposals for the next priority areas:</p> <ul style="list-style-type: none"> • Middlewood, Wadsley Bridge, Southey Green and Parson Cross, including links to the city centre. • Around Darnall, Attercliffe, Handsworth and Greenland to link to the city centre, Meadowhall and the Advanced Manufacturing Park. • In the Mosborough Townships to serve stops on the blue Supertram line. <p>We will develop cycling proposals with local communities to serve not only the city's transport needs, but also the aspirations and needs of the city's people, including its disadvantaged communities. This will help us understand where best to provide for cycling in a manner that works for local people, meets objectives and is not unduly led by existing interests and so better supports congestion relief, accessibility and health outcomes.</p> <p>As part of developing our plans we will work to ensure that our plans are, and are seen to be, in the wider public interest and open up possibilities for people generally, not just cyclists</p> <p>We will support hire bike providers in Sheffield, including to test and develop electric and cargo bikes. We will continue to work with partners offer electric and/ or cargo bicycles for short term loan to residents, employees and businesses in Sheffield, under the Cycle Boost loan scheme. We will work with and regulate scheme providers to ensure left bikes do not obstruct footways or other pedestrian areas.</p> <p>We will continue a programme of pedestrian accessibility improvements, providing improved footways and crossings to address local issues, in particular to improve access to local services and public transport.</p>

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments.
- 7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.
- 8A. We will adopt the Sustainable Safety approach to ensure the separate provisions to ensure the safety and convenience of pedestrians and of cyclists respond directly to the level of threat posed by motorised traffic, and by each other. We will adapt this as required to ensure inclusive design.
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

CROSS –CUTTING

Air quality

Context	Action	Outcomes	Impact
Levels of oxides of nitrogen will continue to exceed legal limits	To be identified by Local Feasibility Study into Clean Air Zone	To be identified by Local Feasibility Study into Clean Air Zone	Levels of NOx to be brought within legal limits in shortest possible time

DEFRA data indicates that Sheffield has roads where the nitrogen dioxide (NO₂) level in 2017 exceeds the legal limit. The level on these roads in 2017 was 53µg/m³ when 40µg/m³ is the legal limit. Our local data indicates that air pollution is in fact worse and more widespread than DEFRA data suggests (11).

By the end of 2018, we will have already completed the Local Feasibility Study into a Clean Air Zone in partnership with Rotherham Council. This study will identify what the City must do to meet our legal obligations to improve air quality in the shortest possible time.

This will consider a broad range of interventions to meet this challenge, including introducing Clean Air Zones, potentially involving charging the most polluting vehicles to actively deter their use (32) (33).

The Clean Air Strategy identifies a number of early actions in respect of Transport, the majority of which represent the conclusion or perpetuation of existing programmes. Our plans for walking, cycling and Supertram are detailed in the relevant sections above.

However, our work to date suggests that our existing programmes, modal shift away from cars and the ‘natural’ adoption of cleaner (e.g. electric) vehicles will not be sufficient to meet our legal obligations in the timescales required.

For example, fully exploiting cycling's potential to reduce car use in the city might achieve just one sixtieth of the improvement in air quality required. The Clean Air Zone study will detail the steps we will need to take to meet our obligations.



Actions

We will implement the findings of the **Clean Air Zone** study in accordance with DEFRA's framework, and **update our statutory Air Quality Action Plan** accordingly. This study will consider measures **to bring air quality within legal limits within the shortest possible time**, and before January 2021, and to **keep them within legal limits as the city grows into the future**.

Our focus will be on measures resulting in **upgrade and replacement of older, more polluting buses, taxis and goods vehicles**. These vehicles are responsible for a disproportionate share of NOx emissions in the city, and we have the greatest opportunity to effect change within our existing powers.

Should our studies find this necessary, we will **introduce a Clean Air Zone** in line with DEFRA's framework. This may include **introducing a charge to use polluting vehicles**. In line with the national framework, our initial focus will be on commercial vehicles with private cars charged only if necessary.

We will lobby **Government to ensure that support for air quality improvements does not cease** once compliance in respect of NOx is achieved and that there is ongoing support to deliver a sustainable transport system in Sheffield, including **addressing the further challenges of carbon and particulate emissions**.

These actions will support the following policies –

- 4A. We will implement our Clean Air Strategy to address exceedance of legal limits in respect of oxides of nitrogen.
- 4B. We will continue to intervene even upon the meeting of legal thresholds, to enable shift away from modes of transport responsible for emissions of particulates and oxides of nitrogen.

Carbon & Climate Change

Context	Action	Outcomes	Impact
<p>To limit global warming to 1.5°C –</p> <ul style="list-style-type: none"> • Around 45% reduction in CO₂ equivalent required globally by 2030 • Decarbonisation required globally by 2050 • Sheffield’s motion declaring climate emergency and to bring forward decarbonisation locally 	<ul style="list-style-type: none"> • Support the planned work on Climate Change in line with full Council motion of 6th February, 2019. • Review strategy in response, with likely greater emphasis on– <ul style="list-style-type: none"> • Managing demand for travel • Deterring use of carbon intensive modes • Supporting transition to zero emission motor vehicles 	<ul style="list-style-type: none"> • Reduced demand for travel • Make best use of existing infrastructure and services • Transition away from fossil-fuel powered motor vehicles 	<ul style="list-style-type: none"> • Near-elimination in Sheffield’s transport CO₂ emissions
<p>One of the greatest challenges we aspire to meet is the reduction of carbon emissions from the city’s transport system.</p> <p>The July 2018 version of this Strategy drew on the 2011 Mini-Stern Review for Sheffield City Region as its principal evidence base in respect of climate change (12).</p> <p>Based on evidence then available, our identified actions in the Transport Strategy, combined with projected savings arising from national and international policy, might be expected to deliver CO₂ savings of 23% by 2035, if fully implemented.</p> <p>In October 2018, the Intergovernmental Panel on Climate Change (IPCC) issued its analysis of what is required at a global level to keep global warming within 1.5°C of pre-industrial levels (39). This goal required a global cut in emissions of 45% by 2030, with emissions reaching net zero by 2050. Because of the UK’s greater contribution to carbon emissions, and our greater means to reduce these relative to much of the world, cuts will need to have much greater scale and pace.</p> <p>In response to this, Sheffield City Council passed a motion to declare a Climate Emergency on 6th February, 2019.</p> <p>The City of Manchester have recently explored what it would take to achieve a zero carbon city by 2038 (40). In respect of transport, outcomes considered included all of the following * –</p> <ul style="list-style-type: none"> • All cars and buses to be electric by 2035 			

- Complete railway electrification by 2025
- 25% reduction in passenger travel demand per head by 2035
- Significant per-mile modal shifts in walking and cycling (+4 percentage points), public transport (+15pp), so reducing car mode share (-19pp)
- No motorisation of currently non-motorised modes (i.e. no electric bicycles, segways etc).

Even these significant (and not necessarily deliverable) outcomes, along with similarly dramatic changes across all other aspects of society, were found only sufficient to deliver a zero carbon city after 2050, and having overshot their carbon budget based on a 2°C global rise – despite all domestic passenger transport and all electricity generation having been decarbonised by 2035.

Exactly what addressing the Climate Emergency will mean for Sheffield’s Transport Strategy, and the wider policy context in which it is set, will need to be understood as part of the Council-wide work in line with the motion of 6th February, 2019. However, work undertaken elsewhere suggests the implications will be dramatic.

Thus far, the Sheffield Transport Strategy has adopted an approach of enabling a shift to sustainable travel to mitigate for traffic growth arising from population and economic growth. Demand management would follow only if, and so far as might be, necessary in the event that such interventions failed to deliver the specified outcomes.

The need to reduce carbon emissions to address Climate Change will require significant action of much greater scale and pace, globally, nationally and locally. Further work will define these actions, and what we need to lobby the City Region, central government and others for. However, given that major infrastructure to support sustainable transport has a significant lead in time, the need to manage the demand for travel, especially but not exclusively by car, is expected to be required at a much earlier stage.

Our response, therefore, is not likely to be a question of just more ambition for cycling, cheap bus fares or tram extensions – rather, we anticipate the Climate Emergency is likely to fundamentally challenge, in short order, the degree to which we can facilitate travel as we have become accustomed to.

We will **support the emerging work on Climate Change in line with full Council motion** of 6th February, 2019.

Informed by the above work, we will **review the transport strategy**, including in particular **to address any changes in the policy context that arise from that work**.

Based on work available (although not specific to Sheffield), we would anticipate the required reductions in transport emissions to be significantly greater and faster than can be achieved as a result in investment in new infrastructure or services alone. It is highly likely a significant proportion of the required reductions will have to be achieved by making better, and lesser, use of existing infrastructure and services.

Therefore, we anticipate greater need to give greater priority and pace to those measures that –

- reduce demand for travel;
- where travel occurs, deter the use of cars for this; and,
- ensure that new motor vehicles entering the car, bus and taxi fleets are electric or zero emission.

* These outcomes (Ambition Level 4) have been described very concisely in the Antithesis report. We understand these to be the same as the Ambition Level 4 defaults per the SCATTER tool, but have not been able to confirm this. There is some discrepancy between that scenario and that described in the report.

Policy, operation and local issues

Our vision for the city requires more effective management of parking and use of kerbside space. We recognise that the space needed for new developments, better transport services, infrastructure and building a quality urban environment, will reduce the amount of kerbside parking that we can provide. In managing this, we will maintain good access to homes and businesses, and try to reduce the amount of avoidable congestion from traffic circulating seeking a parking space.

We will **continue the 'Streets Ahead' programme until 2037**, ensuring the benefits of the core investment period are enjoyed into the future. We will take opportunities **to align maintenance activity and highway schemes** where these arise.

The 'Streets Ahead' programme of road maintenance, which commenced in 2012, has seen the majority of roads in Sheffield brought up to an improved standard. This highway maintenance programme has helped improve the comfort and safety of road users, and should reduce future disruption to the network from reactive maintenance that might have been required otherwise.

To ensure these benefits are locked in, there will be ongoing maintenance of the highway network under the Streets Ahead contract until 2037. Whilst this programme operates on a 'like-for-like' basis, the Council will continue to take opportunities to align schemes to better the transport system with this maintenance programme, to minimise cost and disruption.

We will implement the **Sheffield Parking Strategy (35)**, to ensure that our parking is effectively and efficiently managed. We will **review this regularly** to ensure that it remains relevant, as development in the city, technology, and expectations of these, progress. Our priority actions will be:

- Introducing a programme of new **Controlled Parking Zones**, with the priority being uncontrolled areas adjacent the city centre.
- **Review existing Controlled Parking Zones** to ensure that these manage availability of space in an efficient manner providing good access for residents, business and visitors alike.
- Developing a **pricing policy that responds to demand**. Ensuring that the supply of and demand for parking can be balanced out and to provide an **influence on parking prices in the private sector** in line with the need to manage the demand for car trips.
- **A review of eligibility for parking permits**, including considering **reducing the number of permits issued to households** in areas of excess residential demand.

These actions will support the following policies –

- 2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
- 8B. We will intervene proactively to ensure our public transport system, and non-

motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.

- 9B. We shall ensure all transport modes and services are integrated and inclusive such that people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.

Similarly, the Council's Network Management and Urban Traffic Control practises will need to be updated to reflect changing needs. These have, to date, tended to result in intervention on an ad hoc basis, focused on trying to reduce delays for motorised traffic and prioritise buses only to keep them to time.

Our strategy of seeking to minimise local car trips requires a much better service to be provided by public transport. In order to be competitive with cars, we consider that buses should preferably not have to stop for signals at all, a level of priority currently only afforded to Supertram. A similar step change is required for non-motorised users, who have historically have tended to receive only minimum provisions. We will ensure that the needs of these users are given much more active consideration to provide an attractive environment for walking and for cycling.

Equally, maintaining access to the wider City Region will remain important. Whilst local car trips will have to take a lower priority, there will still be a need to minimise delays on key connections between Sheffield and the wider region. We will set out how this tension should be managed and how different considerations are prioritised in different locations.

This strategy will also identify where investment in infrastructure is required, to enable Intelligent Transport Systems (ITS) tools to be used to support the overall Transport Strategy.

Actions

We will develop a Network Management Strategy which will include policies to support public transport, walking and cycling and give them a greater priority. This will be developed to ensure that our network management operations, urban traffic control & ITS systems are aligned to the objectives and approach of this Transport Strategy and are ready for future opportunities afforded by improvements in information and computing technology.

These actions will support the following policies –

- 2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
- 2C. We shall ensure our actions in respect of the economy recognise and address the impact of poor health, well-being and inclusion on economic productivity.
- 2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
- 7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.
- 7B. We will assess our schemes against their performance in respect of health outcomes.
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.
- 9B. We shall ensure all transport modes and services are integrated and inclusive such

that people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.

To ensure the safe and efficient operation of the improved transport infrastructure and services we wish to introduce, we need effective, clearly understood and enforceable traffic restrictions. At present, our ability to enforce some restrictions is constrained by the Government.

At present, national regulations severely limit the council's ability to enforce traffic restrictions. The police, who hold many of these responsibilities, are not in a position to treat matters of delay or efficiency as a priority. Therefore, the efficiency and safety of the road network sometimes suffers. For example, where drivers block yellow boxes, or make unlawful turns.

This means we cannot ensure our interventions are as effective as we'd like. This can have negative consequences for many road users that might be avoided if we had a broader range of enforcement options open to us. We will continue to seek enhanced powers from Central Government to address these issues.

Actions

We will develop and review our parking and traffic enforcement policy, and will lobby for the Sheffield to be granted powers to enforce moving traffic offences under the decriminalised enforcement regime.

These actions will support the following policies –

- 1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people's needs throughout their lives.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity

Freight and distribution is important to an intensified urban centre and retail offer and to the success of manufacturing in the city. Without efficient freight movement business in the city will suffer. There will be a need to minimise the impact of local deliveries and consolidation will become more important at a business and personal level. We will also need to respond to changing behaviours, particularly in respect of retailing where the move towards on-line shopping might be expected to result in less need for traditional heavy goods vehicles, but a notable growth in vans and light goods vehicles. In particular, the delivery sector might be expected to be an early adopter of new technologies.

Actions

We will revise and expand the city's HGV strategy to form a new freight strategy. This will seek to enable freight movements to meet the needs of local people and businesses, whilst minimising harm associated with goods vehicles. This will respond to changes in retailing and technology and will link to the work on rail freight opportunities.

Particular areas for further investigation will be consolidation and management of deliveries, both to businesses and homes, including supporting less intrusive solutions for the last leg of deliveries. In particular, we will work with larger organisations, including the two Universities and the NHS, to better handle freight movements into the city.

These actions will support the following policies –

- 1B. We will support regional and pan-northern road and rail connectivity enhancements

and will ensure our local transport system responds to exploit the benefits of these.

- 2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
- 3A. Our transport system will enable the city to support a greater population and greater economic activity
- 6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments.

This Transport Strategy is, by its nature, focused on the 'bigger picture' and higher level strategic challenges facing the city. However, we know that many of the issues that affect local people are not at this level, but are local level things. For example, the speed of traffic in local neighbourhoods, parking creating an obstruction and the ease of walking and crossing roads.

Whilst much of this does not individually pose a direct challenge to the success of the city as a whole, they do have real impacts on people and communities and their cumulative effect is a less attractive, less accessible city. Therefore, addressing these is important if we are to create an attractive city in which people want to live and can access local services and opportunities (including transport services).

Transport has major implications for public health. Transport itself can directly result in adverse health outcomes, through accidents and pollution, for example. There are also the indirect consequences of less healthy people as a consequence of lack of exercise as people choose to stay indoors or avoid active travel because of traffic and pollution. Active modes, even walking to the bus stop, should play a role in addressing the city's health challenge.

A tension between transport, health and inclusion objectives is that many interventions are aimed at providing alternatives to car use. The less affluent parts of the city are often generating only relatively low volumes of car trips, whilst the wealthier areas create the larger part of the problem. So we need to specifically target less affluent communities to ensure the Transport Strategy takes into account the additional dis-benefits they suffer from and not leave them behind.

The Urban Transport Group has noted how bus fare increases have a disproportionate effect on low income families given that they are most likely to rely on buses to get around. They therefore need to spend a higher proportion of their income on bus travel yet struggle to access the best fare deals. Often there is the added cost of paying for children's travel. These transport costs act as a barrier to employment (34).

The differing requirements of affordability and value for money on public transport need to be recognised. Achieving these meaningfully requires a transparent and easily understood fares regime that the passenger can trust. Any fares subsidy would need to be carefully considered alongside other factors making public transport more attractive, such as frequency of service and quality of vehicle.

Actions

We will progress a rolling programme of local safety and accessibility schemes, to improve local access to jobs, services, public transport and parks. These schemes will be bought forward to align with the Transport Strategy and will prioritise areas suffering deprivation poor health and/or recorded injuries resulting from traffic collisions, as well as areas that are anticipated to suffer adverse impacts as a direct consequence of local housing or employment growth.

As outlined above, we will adopt the Sustainable Safety approach to ensure streets accommodate active modes in a safe convenient manner.

We will assess all transport schemes in terms of the health impact, and will prioritise schemes that bring about health benefits. We will not bring forward schemes that are expected to result in worsened health outcomes.

Within the Sustainable Safety approach, we will assess our schemes against the ten 'Healthy Streets' themes of:

- Pedestrians from all walks of life.
- Easy to cross the road.
- Shade & shelter.
- Places to stop.
- People choosing to walk and cycle.
- Not too noisy.
- People feel safe.
- Things to see and do.
- People feel relaxed.
- Clean Air

The Council is duty bound by the Equality Act to advance equality of opportunity for persons who share one or more of the protected characteristics of age, disability, gender assignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation. Moreover, the Council is committed to ensure Sheffield becomes Britain's fairest city – something which requires we act to address a far greater range of inequalities.

We recognise that many of our proposals will have equalities impacts, with particular concerns being raised during engagement in respect of our proposals for cycling, public transport, and restraint of private car use. We will need to ensure these do not have adverse consequences for society's most vulnerable, and that these schemes actively contribute to advancing equality.

Actions

We will ensure our transport interventions do not disadvantage people with protected characteristics, or otherwise disadvantaged people.

We will work with people with protected characteristics and other disadvantaged people and their representatives to ensure our transport proposals **advance equality in Sheffield.**

Recognising that the methods, policies and practices we propose to adopt are imperfect in respect of equalities, **we will be prepared to compromise on and adapt their implementation where this is necessary to support greater equality and inclusion.**

These actions will support the following policies –

- 1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
- 2C. We shall ensure our actions in respect of the economy recognise and address the impact of poor health, well-being and inclusion on economic productivity.
- 6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing developments.
- 7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.

- 7B. We will assess our schemes against their performance in respect of health outcomes.
- 8A. We will adopt the Sustainable Safety approach to ensure the separate provisions to ensure the safety and convenience of pedestrians and of cyclists respond directly to the level of threat posed by motorised traffic, and by each other. We will adapt this as required to ensure inclusive design.
- 8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.
- 9A. We will maximise the opportunities presented by our parks and green spaces. We will improve access to these, and minimise the harms posed by transport on these.
- 9C. We shall involve disadvantaged communities and their representatives in the development of our interventions, to ensure they reduce inequality, and actively advance equality, and to ensure inclusive design.

Demand management & income generation

Context	Action	Outcomes	Impact
Scale of growth too big to mitigate adequately with new infrastructure and services alone	Investigate a Workplace Parking Levy	Modal shift away from cars to other modes as necessary	Maintain accessibility by road
Need for local funding to pay for transport interventions	Investigate other demand management measures, including a city centre congestion charge	Encourage travel outside of peak times as necessary	Improved business case for other investments
		Provide income to pay for other interventions	

The scale of our ambition for Sheffield's future transport system is very significant. Our modelling work suggests that it will be difficult to maintain access between the city centre and markets beyond if we only attempt to provide more services and infrastructure to accommodate this and so we may need to actively intervene to manage demand for car travel around the city centre.

Our transport ambition requires a massive uplift in investment at a time when Government and other funding sources are dwindling and subject to competition from other cities. If we are to deliver we will need to raise income locally to fund schemes and to provide local contributions to projects supported by external funding partners.

The council is also starting work on considering the possibility of introducing a Workplace Parking Levy in Sheffield (35), as has been introduced in Nottingham to fund their new tramways, and other transport initiatives. This entails levying a charge per space on employers, who provide off street parking spaces for their staff. Smaller employers are exempt from the charge and many of the employers who are subject to the levy, pass the cost on to the employees who enjoy the benefit of the parking spaces.

Our plans outlined in this strategy are ambitious, in cases potentially controversial and require significant funding. The congestion challenge posed by the city's aspirations is very significant.

As part of our work to address the challenge posed by poor air quality, we will be required by DEFRA to test the implications of a Clean Air Zone charge, amongst other things. We have already stated in our Clean Air Strategy that “we have no intention whatsoever to charge private car users”, a position we maintain.

We will review this position should it prove necessary in order to achieve compliance with Air Quality legislation, to fund transport improvements, or mitigate for congestion where the interventions we are able to afford are found to be inadequate, or if changes in technology result in increased traffic volumes. Our intention is to deliver transport improvements that render a congestion charge unnecessary and to secure funding for these improvements from other sources.

Actions
We will bring forward new mechanisms to provide local funding for transport projects, including potentially the introduction of a Workplace Parking Levy.
We will bring forward mitigations for the city’s air quality situation as identified by the Clean Air Zone Feasibility study, which may include the introduction of charges for the use of more polluting vehicles in the city in line with Government direction.
Should our interventions prove insufficient to address traffic congestion, or if funding cannot be found to deliver these where they prove necessary, we will investigate the introduction of congestion charging in Sheffield city centre. This will be considered alongside the review of the public transport operating model, to explore the possibility that charges for road use could form part of the same system.
We will work with the City Region in the development of their digital strategy to ensure it identifies and supports the use of digital connectivity to reduce the need to travel.

- These actions will support the following policies –
- 2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
 - 3A. Our transport system will enable the city to support a greater population and greater economic activity
 - 4A. We will implement our Clean Air Strategy to address exceedance of legal limits in respect of oxides of nitrogen.

FUTURE READY

Context	Action	Outcomes	Impact
Potential and definite upcoming changes, particularly in technology	Produce and maintain register of threats and opportunities provided by change	Continuous up-to-date understanding of emerging issues, to inform decision making	Sheffield best able to manage and exploit changes affecting transport to meet objectives

As outlined earlier, this is a time of great social, economic, demographic and technological change (36). These can be expected to change the way people go about business and travel into the future. Many of these changes might be significant, others are highly uncertain.

But the future will bring about its changes and these will present threats and opportunities to the transport system and how this supports the city. We will need to be responsive to these and review and update our plans accordingly to exploit the opportunities and to mitigate against the threats. To help us in this we will develop and continually update a register of threats and opportunities posed by likely and potential future changes and we will use this to inform our

decision making, including what elements we might actively seek to address and/or support and those we might passively monitor.

Our approach to future technologies should always refer back to the wider vision for the city and its transport system and our activity should be focused on achieving outcomes rather than interventions. Some of our outcomes require advancement in technology. For example, decarbonisation of the transport system in which we will need to be proactive during its advancement. Others, such as our public transport improvements might be achievable within existing circumstances, but will be impacted by change (potentially positively and/or negatively), to which we must be agile and responsive. More generally, the threats and opportunities posed by change will themselves change over time, as these external influences and our understanding of them, develops. We must be aware of these changes and respond to them to best meet the city's needs.

With support from partners in research and industry, we will produce and maintain a register of threats and opportunities to the transport system presented by external factors, including demographic, social, economic, technological and climatic, and keep this updated to inform our decision making. This will enable us to be agile to, and encourage, change to deliver improved outcomes for all.

These actions will support the following policies –

- 2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
- 2E. We will remain alive and agile to developments in technology to ensure opportunities these present are exploited, and threats they might present are managed.
- 5C. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable motorised transport to be demonstrably less carbon intensive

THE SECOND PART OF THE PLAN (2025 – 2035)

Sheffield in 2025

Sheffield can expect to see some significant changes by 2025. We anticipate that –

- Around twenty thousand new dwellings will provide a range of high quality homes for new arrivals in the city, as well as providing for our ageing population.
- Around 30,000 additional jobs created in the city, providing greater opportunity for Sheffield's residents and playing our part in delivering the Northern Powerhouse.
- We will have addressed our most pressing issue of air quality, having introduced a Clean Air Zone.
- Much more of the city centre will have been regenerated. The Heart of the City 2 project will be nearing completion, and much of the city centre around will have been transformed.
- The Innovation Corridor will have been completed, unlocking development opportunity in the Lower Don Valley.
- Supertram will be renewed, securing the system for the next generation and providing a platform for expansion.
- The significant improvement to bus journey speeds and reliability, and the first of our new high speed, high frequency bus routes will be delivered, halting the decline of public transport in the city.
- Bus patronage will have stabilised and be recovering for the first time in nearly four decades, with a single integrated public transport network and payment method at its heart.
- Working with local people and communities, we will have completed the first of our area-wide walking and cycling treatments, demonstrating cycling can be viable as a mode of transport for

ordinary people and freeing the city centre and Inner Ring Road of up to a thousand two-way commuting car movements.

Transport will have started to play its part in improving the environment, reducing inequality and supporting growth. However, whilst much will have been done, we will expect to have a number of challenges as follows:

- Although much of the Inner Ring Road will have been improved difficulties in respect of severance and congestion will remain, most notably at Brook Hill.
- Whilst we hope to manage congestion to minimise the impact of traffic growth on the accessibility of the city and in particular the city centre, we would expect congestion in peak hours to have worsened on local routes, although we hope to be doing much better in enabling public transport to get past the queues.
- Technological innovation will have moved on apace with electric propulsion, autonomous control systems and digital connectivity all likely to have a greater role in how vehicles and transport services are operated.
- Whilst we will have made much progress on identifying what the city's low-carbon transport future looks like and taken some early steps to achieving this, the transition will have to accelerate dramatically if the city is to make its contribution to avoiding dangerous climate change.

More positively, we will have in place the plans for the next and more ambitious phase from 2025 and crucially the means of funding them. For example, by having set up a Workplace Parking Levy.

Actions

By 2025, much will have changed. We will have a better understanding of how our interventions impact on the city in practice. Much of the development proposed in the city may have been achieved. Demographics, technology and economy may result in significant changes in how we travel and do business, which may address some issues but also create new challenges.

This level of change means we cannot predict with certainty this far ahead. We must acknowledge this and allow for the Transport Strategy to be revised reflecting the new situation and the pace of change and growth.

We will, in 2025, review the transport strategy to ensure it is fit for the next ten years, having regard to changes in external factors and lessons learnt from the first part of the strategy.

- In the city centre, our biggest task will be the infrastructure works to enable the arrival of HS2. This is anticipated to include improvements to the eastern side of the Inner Ring Road.
- We would hope to construct the next round of Bus Rapid Transit routes, and the first tram extensions, arising from the mass transit study. We will continue to build on our work to secure and enhance fast public transport journeys.
- We would anticipate having identified a programme of works to support and link to Transport for the North's Trans-Pennine road improvement proposals and would expect works for local supporting infrastructure to be undertaken in this period. It may be that early phases of the trunk road scheme are opened towards the end of this period.
- We will continue roll-out of walking and cycling works improving connectivity to employment areas, local services and public transport interchanges.
- We will be adapting to and exploiting the benefits of new technologies, including to reduce the need to travel and we will adapt our approaches to meet the opportunities and challenges these present.
- We will be putting in place measures which may include regulatory measures to secure the decarbonisation of the transport system in line with our roadmap. We will seek to be more

ambitious than Government targets, not only phasing out the sale of new fossil-fuelled vehicles by 2040 but having largely phased out their use by that point.

MONITORING, EVALUATION AND REPORTING

It is vital that the delivery of the strategy through its “Delivery Plan” can be monitored, measured and evaluated. This is partly to demonstrate the effectiveness of individual projects, and partly to show how each project delivers at a programme level against broader objectives. It also allows feedback from project implementation to inform future programmes through the lessons learned.

Monitoring & Reporting

The Council already reviews a number of transport related measures in its Corporate Performance Monitoring process. These measures include:

- The number of people killed or seriously injured.
- The percentage of journeys made by public transport.
- The percentage of journeys made by walking.
- The percentage of journeys made by cycling.
- Total number of bus passengers.
- Overall satisfaction with traffic levels and congestion.
- The number of recording stations where the standard for Nitrogen Dioxide levels are exceeded.

In addition to these it is felt that additional performance measures are needed that are accessible and understandable to the general public and can be readily monitored or captured from existing data or surveys without the need for expensive extra monitoring. As described above, these should be forecastable so that when developing new transport projects, their likely contribution to overall objectives can be determined. This is seen as increasingly important in securing funding.

Measures will include outcome based indicators and those that capture the users’ experience of and satisfaction with the transport network. In addition to measuring outcomes, as part of projects we will conduct before and after surveys ‘on the ground’ as an integral part of individual projects. Together with the view of partner organisations, this will help us better understand the experiences of the public generally and inform our future work.

The Council recognises the uncertainty prevalent at the launch of new Strategies and Delivery Plans such as this and is therefore proposing to use a number of Conditional Outputs (37) (38). An output is something that the transport system delivers. For instance, a change in the number of accidents, or the time taken to travel from A to B. They are conditional because they will only be achieved if affordable and deliverable projects that have public and political support can be identified and progressed. This links directly to the evaluation process outlined above.

The following set of Conditional Outputs is therefore proposed (all to be achieved by 2035):

<p>Maintain car journey times on key parts of Major Road Network</p>	<p>We will ensure most (85%) car journeys are at least as fast as they are now on the Inner Ring Road, and on the parts of the Major Route Network connecting the Inner Ring Road with –</p> <ul style="list-style-type: none"> • The A61 at Salt Box Lane, Grenoside • M1 Junction 34 (North and South) • Sheffield Parkway at the city boundary • Meadowhead Roundabout
----------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

	We will ensure most (85%) car journeys are at least as fast as they are now on the Outer Ring Road between Meadowhead Roundabout and Arena Square
Improve access to key employment areas by public transport	Increase the number of people within 30 minutes by public transport of... <ul style="list-style-type: none"> • The University of Sheffield – from 0.28 million to 0.36 million • Sheffield Business Park – from 0.07 million to 0.13 million • Advanced Manufacturing Park – from 0.06 million to 0.11 million
	Increase the number of people within 60 minutes by public transport of... <ul style="list-style-type: none"> • The University of Sheffield – from 0.99 million to 1.09 million • Sheffield Business Park – from 0.88 million to 0.97 million • Advanced Manufacturing Park – from 0.75 million to 0.83 million.
Meet national air quality regulations	In the shortest possible time, reduce the maximum measured concentrations of nitrogen dioxide (NO ₂), achieving 40 µg/mg ³ annual mean, with continued reduction thereafter NB: This conditional output will be reviewed to reflect the City's air quality strategy, as it is developed.
Improve perceptions and usage of active modes of travel	Increase the public satisfaction with... <ul style="list-style-type: none"> • Safety on roads from 61% to 66% • Personal safety on the bus from 68% to 72% • Personal safety while waiting at bus stops from 65% to 70%
	To reduce numbers of people killed or seriously injured on Sheffield's roads in line with national trends
	Increase the public satisfaction with... <ul style="list-style-type: none"> • Safety of walking from 69% to 74% • Safety of cyclists from 55% to 60% • Safety of children walking to school from 60% to 65% • Safety of children cycling to school from 48% to 53%
	From 2017 base, increase share of people movements by bicycle across city centre cordon by 370% – from 1.4% to 6.6% in peak hours, and from 0.9% to 4.2% across the 12 hour day.
	Maintain the share of movements cross the city centre cordon made on foot at 2016 levels

Evaluation

The processes and indicators described above will also become embedded in a Monitoring & Evaluation Plan for each scheme or project, to inform prioritisation of schemes within the overall programme and to ensure the expected impact of individual schemes is fully understood. We will use a multi-criteria approach to evaluate schemes, leading the formation of a balanced programme and one which demonstrates alignment with our objectives and vision.

A Monitoring & Evaluation Report will then follow after scheme implementation is completed to ensure the planned outcomes are achieved and to feed into future reporting and decision making.

FUNDING, FINANCE AND RESOURCES

This Strategy outlines a series of significant interventions. Our early estimates suggest over a billion pounds of additional funding will be needed over 20 years to deliver these interventions,

with an additional £25 million to submit them as funding bids. This is a significant uplift in spending on our transport infrastructure.

Decentralisation of decision making, through devolution, is likely to increase the opportunity for locally agreed financing mechanisms. At a more strategic level the Transport for the North Strategic Transport Plan is finalised and calls for Government and the private sector to explore new and innovative approaches to funding.

Implementation programmes flowing from the Transport Strategy will be specifically designed to deliver sustainable growth and conditional outputs. Capturing the benefits that will be delivered by investment in local transport infrastructure and services will help in making the case for funding from multiple sources. For example, matching central Government funding grants with devolved funding allocations, or locally raised finance. Demonstrating public sector commitment will also help build private sector confidence and investment.

Sheffield must remain ready to respond to the funding opportunities released by Government to ensure investment in early stage scheme design, prioritisation and programming. Preparation for the delivery of schemes, in addition to the consideration of operational and maintenance costs, is just as important as the construction costs themselves. The outcomes of the schemes will be compromised unless a balanced programme, including maintenance, is reached. In addition there is an acknowledged skills gap in the transport and construction sector that has been acknowledged by Government and needs to be addressed nationally.

Finally, it should be noted that some of the models adopted in London or larger European cities will not work in a Sheffield context, mainly because of the current lower levels of productivity, viability and land values. Consideration of different methods may include, but will not be exclusive to, some of the following:

- Grant funding from central Government or other sources, ensuring that funds outside transport are considered (e.g. housing, technology, health, etc.).
- Developer Contributions. Fixed or formulaic contributions towards a clearly identified programme of investment, accepting that some of the contributions may be required on a 'pain before gain' basis, as investment is secured in advance of scheme delivery. The benefits of such investment should be clearly understood and any formula, if used, should be clear and transparent.
- Shared and Pooled financing. Drawing on a number of sources to bring together the required levels of funding to deliver more strategic schemes.
- Linking benefits to financial contributions, either through direct contributions or some other fiscal measures (taxation or charging for example). This will need to ensure issues of viability are considered.
- Capture of value uplift following investment (normally applied to land or property values), including consideration of Tax Incremental Financing.
- Return on Asset Value. Using assets to generate revenue which will lead to re-investment.
- Taxation Levies. Using a specific levy on Council Tax, for example, to provide a specific economic or transport investment fund.

Conclusions

This Transport Strategy focusses on helping Sheffield become the kind of city we all want it 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 addition, the Sheffield City Region is in the process of refreshing its own transport strategy, with a parallel document likely to be published in the future 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 2033.

This process will enable the Council to adopt a clear strategic approach to transport for the next 20 years. The Transport Vision, and this 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.

THE NEXT STEPS

This Strategy provides a template for developing a long-term Delivery Plan of projects. Some candidates for early inclusion are described in the future approaches section and the Council is exploring funding sources for enabling this early work to take place.

An important part of this early development process will be ongoing discussion with partners and stakeholders and engagement with the public to air and discuss how projects might be identified, how early schemes might be prioritised, the risks and issues involved, all with a view to setting a clear delivery pathway. Partnership working with the Governments' Department for Transport, Transport for the North, the Sheffield City-Region and the Mayor will be particularly important. We will also need to work with major trip generators in the city, including the Universities and the Hospitals, to ensure our projects enjoy the maximum use and benefit.

The views of Sheffield residents are equally important in endorsing how transport can best support the kind of city we want and therefore the need to change some of our travel habits. The Strategy deliberately refers to local matters as well. Resolving local accessibility issues can often contribute to how people make short journeys and therefore impact upon the success of the broader strategy.

APPENDIX A – SUMMARY OF POLICIES

1. Improve the existing transport network to enhance access to jobs, markets, skills and supply chains adopting technology solutions to support this
1A. Our transport system will ensure that access to jobs, markets and skills is inclusive and responds to people’s needs throughout their lives.
1B. We will support regional and pan-northern road and rail connectivity enhancements and will ensure our local transport system responds to exploit the benefits of these.
1C. We will improve our offer for walking, for cycling and for public transport, to ensure improved access to jobs and skills is not limited to those who have access to a car.
2. Enhance productivity by making our transport system faster, more reliable and more resilient, considering the role of new technologies to achieve this
2A. We will act to enable more efficient use of the transport system by reducing reliance on the private car for local trips. Principally, this shall be by improving the speed and attractiveness of alternative modes.
2B. We will support targeted improvement in infrastructure and services where they support enhanced productivity through better connections for movements of freight and people between businesses within and beyond Sheffield.
2C. We shall ensure our actions in respect of the economy recognise and address the impact of poor health, well-being and inclusion on economic productivity.
2D. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable people to go about their business in a manner that requires less or less-harmful travel.
2E. We will remain alive and agile to developments in technology to ensure opportunities these present are exploited, and threats they might present are managed.
3. Invest in integrated packages of infrastructure to unlock future economic growth and support Local Plans, including new housing provision
3A. Our transport system will enable the city to support a greater population and greater economic activity
4. Improve air quality across our City Region to meet legal thresholds, supporting improved health and activity for all, especially in designated AQMAs and CAZs
4A. We will implement our Clean Air Strategy to address exceedance of legal limits in respect of oxides of nitrogen.
4B. We will continue to intervene even upon the meeting of legal thresholds, to enable shift away from modes of transport responsible for emissions of particulates and oxides of nitrogen.
5. Lead the way towards a low carbon transport network, including a zero carbon public transport network
5A. We will intervene to enable shift away from carbon intensive modes of transport to less carbon intensive modes where these are suitable
5B. We will aim to achieve a zero carbon public transport network
5C. We will proactively support the development of, and adopt or encourage the uptake of new technologies that enable motorised transport to be demonstrably less carbon intensive
6. Work in tandem with the planning and development community to create attractive places
6A. Our transport system shall complement and enhance the urban and rural fabric of the City, and shall help provide an environment which is attractive to prospective and existing residents and businesses alike. This shall extend to new and existing

developments.
7. Ensure people feel safe when they travel and invest in our streets to make them more attractive places
7A. We will develop our transport system to encourage active and healthier lifestyles, and reduce noise and air quality impacts.
7B. We will assess our schemes against their performance in respect of health outcomes.
8. Enhance our multi-modal transport system which encourages sustainable travel choices and is embedded in the assessment of transport requirements for new development, particularly for active travel
8A. We will adopt the Sustainable Safety approach to ensure the separate provisions to ensure the safety and convenience of pedestrians and of cyclists respond directly to the level of threat posed by motorised traffic, and by each other. We will adapt this as required to ensure inclusive design.
8B. We will intervene proactively to ensure our public transport system, and non-motorised modes, are where suitable, competitive with the private car in terms of speed, cost, availability and ease of use.
9. Ensure our transport network offers sustainable and inclusive access for all to local services, employment opportunities and our green and recreational spaces
9A. We will maximise the opportunities presented by our parks and green spaces. We will improve access to these, and minimise the harms posed by transport on these.
9B. We shall ensure all transport modes and services are integrated and inclusive such that people and businesses have the flexibility to travel seamlessly in a manner that best meets the differing needs of individuals and those of the city.
9C. We shall involve disadvantaged communities and their representatives in the development of our interventions, to ensure they reduce inequality, and actively advance equality, and to ensure inclusive design.

APPENDIX B – SUMMARY OF ACTIONS

	Action	Key partners
Regional rail	<p>We will support Northern Powerhouse Rail, and High Speed 2, to provide faster and more frequent services between Sheffield, its partner cities in the north, London and elsewhere. Specifically, we will work towards the delivery of –</p> <ul style="list-style-type: none"> • 6 trains per hour to Leeds, with journey times under 30 minutes; • 6 trains per hour to Manchester and its airport, with journey times under 30 minutes; • Two HS2 services per hour to London, with journey times under 1½ hours. 	<p>High Speed 2 Ltd Transport for the North Network Rail Sheffield City Region DfT</p>
	<p>We will work with partners in the City Region, Transport for the North, HS2 Limited and Network Rail to deliver a masterplan for Sheffield Station. This will cover, amongst other things, the transport infrastructure improvements required in order to accommodate and serve High Speed Rail and Northern Powerhouse Rail, and provide connectivity to HS2 for local communities and the wider City Region. This will also consider connectivity for all modes, ranking, waiting and parking provision for cars and taxis, and will include re-thinking the operation of the Inner Ring Road in the vicinity of the station.</p>	<p>High Speed 2 Ltd. Transport for the North Network Rail Sheffield City Region DfT</p>
	<p>We will push to ensure improvements to the Hope Valley Line and at Dore result in an additional hourly service between Sheffield and Manchester and its airport by 2024.</p>	<p>Network Rail DfT Trans Pennine Express</p>
	<p>We will continue to push for enhanced services and rolling stock as committed in the new Northern Rail and Trans Pennine Express franchises, to be delivered by 2024, including –</p> <ul style="list-style-type: none"> • An additional hourly off-peak service to Worksop and Retford, and faster services to Lincoln; • Faster services between Sheffield and Leeds, including extended services to Bradford; • Additional Sunday services. 	<p>DfT Trans Pennine Express Northern Rail</p>
	<p>With City Region partners and authorities in the East Midlands we will lobby for enhanced services as part of the East Midlands franchise renewal, including by 2026 –</p> <ul style="list-style-type: none"> • Delivery of two trains per hour to London, with journey times under two hours; • Ensuring new rolling stock delivers on improved speed and reliability, and reduced train emissions in Sheffield; • Retaining existing connectivity, with improved rolling stock and facilities, to Liverpool and to Norwich; • Additional stopping services to call at Dore & Totley and Dronfield; and, <p>Faster services and extended operating hours on weekends.</p>	<p>DfT Sheffield City Region</p>

	We will support the City Region in their study into reintroduction of passenger services on disused or freight lines.	Sheffield City Region
	We will work with partners to review provision for rail freight, to exploit opportunities for freight to be moved from road to rail, improve access to the rail network for manufacturers, and support improvements to passenger services.	Network Rail Sheffield City Region
Strategic Road Network	Working with the Department for Transport, Highways England and Rotherham MBC, we will bring forward the SCR Innovation Corridor project as part of the Government's Local Large Major Projects programme. This will provide a new road to relieve motorway junctions of local traffic and so resolve Highways England's objections to growth in the city, and to improve access to and within AMID, particularly for commercial vehicles.	DfT Highways England Rotherham MBC Sheffield City Region
	We will support Highways England and Transport for the North in delivering improved trans-Pennine road links between Sheffield and Manchester. We will work with them and our partners in the City Region, to identify and deliver local multi-modal connectivity and capacity improvements, to support and lock in the benefits of this project.	Sheffield City Region DfT Highways England Transport for the North
Local rail	We will work with Network Rail to identify required capacity improvements on local rail routes (in particular to Leeds via Barnsley), and we pursue these through Transport for the North and the Department for Transport. We will look to support these with accessibility and parking improvements at and around Chapeltown and Meadowhall stations.	Network Rail Northern Rail
	<p>We will, with Network Rail and partners in the City Region, initiate a study of rail provision on the Sheffield to Lincoln and Rother Valley lines. This will seek to explore options for improved rail connectivity between the city centre and Waverley and the Advanced Manufacturing Park, Beighton, Sothall and, in liaison with Rotherham MBC, Aughton and Killamarsh.</p> <p>The review will explore options for new stations and new local services, perhaps including further roll-out of tram-train services. It will also consider access to existing and potential stations, including park & ride, and cycle routes.</p> <p>We will, with partners, initiate a similar study in respect of the lines to Wakefield, including exploring opportunities for additional services and stops in the Lower Don Valley, Rotherham and the Dearne Valley.</p>	Network Rail Sheffield City Region
Tram	We will support South Yorkshire Passenger Transport Executive in delivering the refurbishment and security of the existing Supertram system as part of the Department for Transport's Local Large Major Schemes programme.	SYPT Stagecoach Supertram Sheffield City Region
	To show the city's commitment to the retention and	Stagecoach

	extension of Supertram and to maximise its economic benefit, we will strengthen tram priority including during inter-peak periods, in particular reversing the relaxation of the Hillsborough tram gates. We will work with Supertram to reverse service cuts in the inter peak periods.	Supertram
	We will learn from the experience of delivering the Sheffield to Rotherham tram-train pilot and its impact and will apply this knowledge to future mass-transit schemes.	SYPTE Stagecoach Supertram Sheffield City Region DfT Rotherham MBC
	We will work in partnership with Stagecoach Supertram in the same manner as with bus operators. As a first step, we will invite Stagecoach Supertram to join the Sheffield Bus Partnership, to create a City Public Transport Partnership.	Stagecoach Supertram Buses for Sheffield
	With SYPTE, we will explore options to expand park and ride sites on the Supertram system, to meet demand at Meadowhall, Middlewood and Halfway.	SYPTE
Mass transit	<p>We will develop and bring forward proposals for new high speed and frequent mass transit routes, possibly tram or tram-train extensions, or rail where lines exist. These will incorporate park & ride on key gateways to the city. We would envisage these would form dedicated public transport corridors, also improving journey speed and reliability on existing services.</p> <p>Our first priority is to investigate mass transit opportunities between Sheffield, AMID and Rotherham. A study is ongoing and should identify a preferred option by Summer 2018.</p> <p>Our next areas for exploration are services along the following corridors</p> <p>-</p> <ul style="list-style-type: none"> • The Upper Don Valley – with possible routes from Sheffield to Stannington, Wisewood, Stocksbridge and Grenoside; • From Chapeltown and High Green to Sheffield via Meadowhall, Northern General Hospital and/or Hillsborough; • Meadowhead to City (to support a potential park & ride site near Bowshaw Roundabout); • A north orbital service, connecting Hillsborough to Northern General Hospital, Meadowhall and AMID; • A new service to the south east, providing faster connections into the city from Handsworth, Woodhouse and Beighton, possibly with a spur to Aston and Aughton including a new park and ride site to serve the A57; and, <p>Improved direct services between the West and South</p>	Sheffield City Region Rotherham MBC

	West, the city centre and the Lower Don Valley and Meadowhall (which might form an extension of the route(s) to serve AMID).	
	In partnership with Sheffield City Region, we will integrate our local mass transit proposals with proposals for onward routes to connect to other parts of the city region. Our priority corridors align with potential onward mass transit routes from Sheffield: <ul style="list-style-type: none"> • To Rotherham, Doncaster and Doncaster Sheffield Airport; • To Hoyland and Barnsley; and, • To Dronfield and Chesterfield. 	Sheffield City Region Rotherham MBC Doncaster MBC Barnsley MBC NE Derbyshire DC Chesterfield Council
Major Road Network	We will construct the highway improvement on the Inner Ring Road at Bridgehouses, to quickly provide capacity for development in the West Bar and Kelham Island areas.	Sheffield City Region
	We will develop and bring forward the next phases of improvements to the Inner Ring Road. These will be multi-modal improvements; securing additional capacity, quicker and more reliable bus journeys and safe attractive crossings for people on foot or bicycle. These priority areas will be Shalesmoor, and the roundabouts at Moore Street and Bramall Lane.	Sheffield City Region DfT
	We will work with the Department for Transport to identify a Major Road Network for Sheffield, providing connectivity between areas of economic importance and the outside world. With the City Region and in line with the overall Sustainable Safety approach, we will develop schemes to - <ul style="list-style-type: none"> • Improve capacity and reliability on the Major Road Network. • Reduce and mitigate harms to local communities and vulnerable road users caused by the MRN and traffic using it. In the interests of preserving the functionality of the Major Road Network, we will avoid bringing forward highway schemes that might encourage greater use of private cars for short local trips.	Sheffield City Region DfT
	We will investigate the potential for improved road links between the Upper Don Valley, Lower Don Valley and Sheffield Parkway, to facilitate movement between these key economic areas and infrastructure without routing traffic through the city centre / Inner Ring Road and to open up new land for development.	
City Centre	We will deliver a rolling programme of public realm improvements in the city centre. These will provide an attractive environment, enabling safe and convenient movement by sustainable modes, and sustainable access to existing and new developments.	
	We will review traffic restrictions to manage volumes of motorised traffic in the city centre in support of this, whilst also – <ul style="list-style-type: none"> • maintaining reliable access to local businesses and 	

	<p>homes for people and goods</p> <ul style="list-style-type: none"> • provide the flexibility and resilience to enable the city centre to function during its redevelopment; and, • ensure accessibility for disabled people is maintained and improved. 	
Bus	<p>We will introduce additional bus priority, including new bus lanes on existing key bus routes, to not only protect buses from congestion but also to proactively improve bus journey times. This will help to cut operating costs and enable the provision of new and improved bus services. Other priority measures will include traffic signal control improvements, realigned to proactively speed up buses, rather than merely bringing late running buses back to timetable.</p>	SYPTE Buses for Sheffield
	<p>We will extend the hours of operation of existing bus lanes throughout the city to include weekends and daytime periods, to ensure bus journey times and reliability are maintained throughout the day and to reduce the costs of operating public transport in the city. To improve bus speeds, we will also review our policy on admission to bus lanes, considering whether permitting taxis, motor cycles and pedal cycles to use bus lanes remains appropriate in light of this strategy.</p>	
	<p>We will introduce a new ‘Public Transport Priority Box’ in the city centre. This will form a ring of streets in the heart of the city centre, where buses are prioritised and other motor traffic restricted, to enable the faster movement of buses and simplify and rationalise the routing and stopping of buses. This will include prohibiting cars and lorries from some sections of street to facilitate bus movement, and will be supported with a shuttle bus to maintain penetration within the box. Although not finalised, this priority box could be formed of the following streets –</p> <ul style="list-style-type: none"> • Arundel Gate / Eyre Street • Cumberland Gate / Fitzwilliam Street • West Street / Church Street 	
	<p>Working with the City Region Mayor, we will review the operating, business and regulatory model for public transport services in the city, to provide the best platform from which we can maintain and improve public transport services in the manner that best meets Sheffield’s needs. The review will explore:</p> <ul style="list-style-type: none"> • How bus services are procured, regulated and co-ordinated. • How hackney carriage and private hire vehicles (taxis) are licenced, regulated and accommodated. • The fitness of bus and taxi fleets for purpose. For example, providing a safe convenient and accessible journey for passengers and minimising farm, particularly air pollution. • How bus services, including vehicles and information, can be improved to facilitate access to public transport 	

	<p>for disabled people.</p> <ul style="list-style-type: none"> • The integration of public transport services with each other, infrastructure and network operation, including provision of stops, stands and ranks. • Introduction of an 'Oyster card' style smart, prepaid ticket, automatically offering passengers the cheapest fair, enabling travel across modes and operators and reducing the time buses are waiting at stops. • How public subsidy can be best used to support a faster, cost competitive and high quality bus network. • How different operating models and/or technologies can ensure resources are used in a more efficient and co-ordinated manner. • How demand for transport may change into the future, to ensure public transport is fit for purpose. <p>The aim would be to remove barriers to using more efficient forms of transport, ensure cost effectiveness, ease of use, and reduce barriers to travel for all citizens.</p>	
Active travel	As a first phase, we will deliver enhanced conditions for cycling in the City Centre and suburbs in the Broomhill, Broomhall, Highfield, Sharrow and Nether Edge areas, in line with the City Centre Plan, and the aforementioned 'Sustainable Safety' approach. This is the area where evidence suggests there is greatest scope to relieve the city centre of commuting car trips.	
	We will work with Sheffield City Region to develop and align the Local Cycling and Walking Infrastructure Plan to meet the city's needs and we will deliver on the findings of that plan where these identify additional priorities.	Sheffield City Region DfT
	<p>We will develop and bring forward cycling proposals for the next priority areas:</p> <ul style="list-style-type: none"> • Middlewood, Wadsley Bridge, Southey Green and Parson Cross, including links to the city centre. • Around Darnall, Attercliffe, Handsworth and Greenland to link to the city centre, Meadowhall and the Advanced Manufacturing Park. • In the Mosborough Townships to serve stops on the blue Supertram line. 	Stagecoach Supertram
	<p>We will develop cycling proposals with local communities to serve not only the city's transport needs, but also the aspirations and needs of the city's people, including its disadvantaged communities. This will help us understand where best to provide for cycling in a manner that works for local people, meets objectives and is not unduly led by existing interests and so better supports congestion relief, accessibility and health outcomes.</p> <p>As part of developing our plans we will work to ensure that our plans are, and are seen to be, in the wider public interest and open up possibilities for people generally, not just cyclists</p>	Local communities
	We support hire bike providers in Sheffield including	Bike share operators

	to test and develop electric and cargo bikes. We will continue to work with partners offer electric and/ or cargo bicycles for short term loan to residents, employees and businesses in Sheffield, under the Cycle Boost loan scheme. We will work with and regulate scheme providers to ensure left bikes do not obstruct footways or other pedestrian areas.	
	We will continue a programme of pedestrian accessibility improvements, providing improved footways and crossings to address local issues, in particular to improve access to local services and public transport.	Local communities Buses for Sheffield
Air Quality	<p>We will implement the findings of the Clean Air Zone study in accordance with DEFRA's framework, and update our statutory Air Quality Action Plan accordingly. This study will consider measures to bring air quality within legal limits within the shortest possible time, and before January 2021, and to keep them within legal limits as the city grows into the future.</p> <p>Our focus will be on measures resulting in upgrade and replacement of older, more polluting buses, taxis and goods vehicles. These vehicles are responsible for a disproportionate share of NOx emissions in the city, and we have the greatest opportunity to effect change within our existing powers.</p> <p>Should our studies find this necessary, we will introduce a Clean Air Zone in line with DEFRA's framework. This may include introducing a charge to use polluting vehicles. In line with the national framework, our initial focus will be on commercial vehicles with private cars charged only if necessary.</p> <p>We will lobby Government to ensure that support for air quality improvements does not cease once compliance in respect of NOx is achieved and that there is ongoing support to deliver a sustainable transport system in Sheffield, including addressing the further challenges of carbon and particulate emissions.</p>	DEFRA DfT Rotherham MBC
Climate change	We will support the emerging work on Climate Change in line with full Council motion of 6 th February, 2019.	
	<p>Informed by the above work, we will review the transport strategy, including in particular to address any changes in the policy context that arise form that work.</p> <p>Based on work available (although not specific to Sheffield), we would anticipate the required reductions in transport emissions to be significantly greater and faster than can be achieved as a result in investment in new infrastructure or services alone. It is highly likely a significant proportion of the required reductions will have to be achieved by making better, and lesser, use of existing infrastructure and services.</p> <p>Therefore, we anticipate greater need to give greater priority</p>	DEFRA DfT Office for Low Emission Vehicles Sheffield City Region

	<p>and pace to those measures that –</p> <ul style="list-style-type: none"> • reduce demand for travel; • where travel occurs, deter the use of cars for this; and, • ensure that new motor vehicles entering the car, bus and taxi fleets are electric or zero emission. 	
Highways Maintenance	<p>We will continue the ‘Streets Ahead’ programme until 2037, ensuring the benefits of the core investment period are enjoyed into the future. We will take opportunities to align maintenance activity and highway schemes where these arise.</p>	Amey
Parking	<p>We will implement the Sheffield Parking Strategy (35), to ensure that our parking is effectively and efficiently managed. We will review this regularly to ensure that it remains relevant, as development in the city, technology, and expectations of these, progress. Our priority actions will be:</p> <ul style="list-style-type: none"> • Introducing a programme of new Controlled Parking Zones, with the priority being uncontrolled areas adjacent the city centre. • Review existing Controlled Parking Zones to ensure that these manage availability of space in an efficient manner providing good access for residents, business and visitors alike. • Developing a pricing policy that responds to demand. Ensuring that the supply of and demand for parking can be balanced out and to provide an influence on parking prices in the private sector in line with the need to manage the demand for car trips. • A review of eligibility for parking permits, including considering reducing the number of permits issued to households in areas of excess residential demand. 	
Network Management	<p>We will develop a Network Management Strategy which will include policies to support public transport, walking and cycling and give them a greater priority. This will be developed to ensure that our network management operations, urban traffic control & ITS systems are aligned to the objectives and approach of this Transport Strategy and are ready for future opportunities afforded by improvements in information and computing technology.</p>	
Enforcement	<p>We will develop and review our parking and traffic enforcement policy, and will lobby for the Sheffield to be granted powers to enforce moving traffic offences under the decriminalised enforcement regime.</p>	DfT
Freight	<p>We will revise and expand the city’s HGV strategy to form a new freight strategy. This will seek to enable freight movements to meet the needs of local people and businesses, whilst minimising harm associated with goods vehicles. This will respond to changes in retailing and technology and will link to the work on rail freight opportunities.</p>	

	Particular areas for further investigation will be consolidation and management of deliveries, both to businesses and homes, including supporting less intrusive solutions for the last leg of deliveries. In particular, we will work with larger organisations, including the two Universities and the NHS, to better handle freight movements into the city.	
Localities	We will progress a rolling programme of local safety and accessibility schemes, to improve local access to jobs, services, public transport and parks. These schemes will be bought forward to align with the Transport Strategy and will prioritise areas suffering deprivation poor health and/or recorded injuries resulting from traffic collisions, as well as areas that are anticipated to suffer adverse impacts as a direct consequence of local housing or employment growth.	Local communities
Design & appraisal	We will adopt the Sustainable Safety approach to ensure streets accommodate active modes in a safe convenient manner.	
	<p>We will assess all transport schemes in terms of the health impact, and will prioritise schemes that bring about health benefits. We will not bring forward schemes that are expected to result in worsened health outcomes.</p> <p>Within the Sustainable Safety approach, we will assess our schemes against the ten 'Healthy Streets' themes of:</p> <ul style="list-style-type: none"> • Pedestrians from all walks of life. • Easy to cross the road. • Shade & shelter. • Places to stop. • People choosing to walk and cycle. • Not too noisy. • People feel safe. • Things to see and do. • People feel relaxed. • Clean Air 	
	<p>We will ensure our transport interventions do not disadvantage people with protected characteristics, or otherwise disadvantaged people.</p> <p>We will work with people with protected characteristics and other disadvantaged people and their representatives to ensure our transport proposals advance equality in Sheffield.</p> <p>Recognising that the methods, policies and practices we propose to adopt are imperfect in respect of equalities, we will be prepared to compromise on and adapt their implementation where this is necessary to support greater equality and inclusion.</p>	
Demand management & income	We will bring forward new mechanisms to provide local funding for transport projects, including potentially the introduction of a Workplace Parking Levy.	SCC Public Health NHS

generation		
	We will bring forward mitigations for the city's air quality situation as identified by the Clean Air Zone Feasibility study, which may include the introduction of charges for the use of more polluting vehicles in the city in line with Government direction.	
	Should our interventions prove insufficient to address traffic congestion, or if funding cannot be found to deliver these where they prove necessary, we will investigate the introduction of congestion charging in Sheffield city centre. This will be considered alongside the review of the public transport operating model, to explore the possibility that charges for road use could form part of the same system.	
	We will work with the City Region in the development of their digital strategy to ensure it identifies and supports the use of digital connectivity to reduce the need to travel.	Sheffield City Region Creative Sheffield
Future ready	With support from partners in research and industry, we will produce and maintain a register of threats and opportunities to the transport system presented by external factors, including demographic, social, economic, technological and climatic, and keep this updated to inform our decision making. This will enable us to be agile to, and encourage, change to deliver improved outcomes for all.	
Review	We will, in 2025, review the transport strategy to ensure it is fit for the next ten years, having regard to changes in external factors and lessons learnt from the first part of the strategy.	

APPENDIX C – REFERENCES

1. Department for Communities and Local Government. National Planning Policy Framework. 2012.
2. Infrastructure and Projects Authority. National Infrastructure Delivery Plan 2016-2021. 2016.
3. Department for Transport. Transport Investment Strategy. 2017.
4. SQW & CE. Northern Powerhouse Independent Economic Review . 2016.
5. Transport for the North. Strategic Transport Plan. 2018.
6. Sheffield City Region. Sheffield City Region - Transport Strategy 2018-2040 - Draft for Consultation. 2017.
7. Sheffield City Council. Citywide Options for Growth to 2034. 2015.
8. Sheffield City Region. Strategic Economic Plan . 2014.
9. The Centre for Transport & Society, UWE Bristol & Transport Studies Unit, University of Oxford. Young People's Travel – What's Changed and Why? 2018.
10. Department for Communities and Local Government. Sub-National Household Projections. 2012.
11. Sheffield City Council. Sheffield's Clean Air Strategy. 2017.
12. Low Carbon Futures. The Economics of Low Carbon Cities - A Mini-Stern Review for the Sheffield City Region. 2011.
13. Sheffield City Council. Sheffield Local Climate Impacts Profile. 2009.
14. Sheffield Fairness Commission. Making Sheffield Fairer. 2013.
15. Sheffield City Council. Adding Life to Years and Years to Life - Director of Public Health Report. 2017.
16. Physical activity in disease prevention. National Centre for Sport & Exercise Medicine. [Online] 2016.
17. Transport Focus. Using the Bus: What Young People Think. 2018.
18. Sheffield City Council. Sheffield's Joint Strategic Needs Assessment. 2013.
19. A Matter of Life and Healthy Life – Director of Public Health Report. 2016.
20. Sheffield City Region & Arup. Integrated Infrastructure Plan. 2016.
21. Consumer Data Research Centre. CDRC Maps. [Online] 2018.
22. Sheffield BID. Sheffield Economic Bulletin. February 2018.
23. Office for National Statistics. UK Labour Market Statistics. 2017.
24. Sheffield City Council. Sheffield Transport Vision. 2017.
25. Centrum voor Regelgeving en Onderzoek in de Grond-, Water- en Wegenbouw en de Verkeerstechniek. Sustainable Safety in the Netherlands: the vision, the implementation and the safety effects. 2005.
26. Sheffield City Council. City Centre Plan. 2018.
27. Report to Cabinet - Sheffield City Region Innovation Corridor. 2017.
28. South Yorkshire Passenger Transport Executive. Supertram Large Major Project Bid. 2017.
29. Sheffield and Rotherham Transport Model (SRTM3A). 2018.
30. Greener Journeys. Impact of Congestion on Bus Passengers. 2016
31. Department for Transport. Propensity to Cycle Tool. 2017.
32. Joint Air Quality Unit. Air quality plan for nitrogen dioxide (NO₂) in UK. 2017.
33. Clean Air Zone Framework. 2017.
34. Urban Transport Group. The effect of bus fares increases on low income families. 2010.
35. Sheffield City Council. Sheffield Parking Strategy. 2018.
36. WSP. New Mobility Now – A practical guide . 2017.
37. Steer Davies Gleave. Identification of Conditional Outputs for the Sheffield Transport strategy 2017.
38. Sheffield City Council. SCC Addendum to Identification of Conditional Outputs for the Sheffield Transport Strategy. 2018.

39. Global Warming of 1.5°C. An IPCC Special Report (Intergovernmental Panel on Climate Change, 2018)

40. Playing Our Full Part How Manchester's Residents and Businesses can benefit from ambitious action on climate change (Anthesis, 2018)

This document can be supplied in alternative formats.

Sheffield City Council

Transport Planning

Tel: 0114 273 45467

Email: transport@sheffield.gov.uk





Author/Lead Officer of Report: (Carl Mullooly – Accommodation and Support Team Service Manager)

Tel: 0114 2052569

Report of: *Executive Director, Place*

Report to: *Cabinet*

Date of Decision: *20th March 2019*

Subject: *Extension of Refugee Resettlement Arrangements*

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 checked="" type="checkbox"/>	
- Affects 2 or more Wards	<input checked="" type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? <i>Neighbourhoods and Community Safety</i>		
Which Scrutiny and Policy Development Committee does this relate to? <i>Safer and Stronger Communities</i>		
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? <i>386</i>		
Does the report contain confidential or exempt information?	Yes <input checked="" type="checkbox"/>	No <input 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:-		
<i>“Appendices 1-4 are not for publication because they contain exempt information under Paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended).”</i>		

Purpose of Report:

In 2004 Sheffield City Council was the first local authority to welcome resettled refugees when the Gateway Protection Programme (GPP) was launched in the UK. Since 2011 Sheffield has received funding from the Home Office to manage a GPP delivery partnership with the Refugee Council and Hull City Council.

Since 2016 Sheffield City Council has also resettled refugees under the Syrian Vulnerable Persons Resettlement Scheme (VPRS) through an agreement with Leeds City Council as the host authority for Migration Yorkshire, the regional

strategic migration partnership.

The purpose of this report is to advise Cabinet of requests that the Council continues to resettle refugees under both programmes until May 2020 and to seek approval for the extension of both agreements, together with a variation to the VPRS agreement to incorporate resettlement of additional refugees under the Vulnerable Children's Resettlement Scheme. This would not include any unaccompanied asylum seeking children.

The Home Office intends to carry out a review of current refugee resettlement arrangements. It is anticipated that this may result in proposals for future schemes to be delivered by local authorities from 2020. Any such proposals will be the subject of future executive reports.

These programmes are fully funded and do not incur additional costs to the council.

Recommendations:

It is recommended that Cabinet

- i. notes the contents of the report and in particular the financial implications;
- ii. approves the acceptance of Home Office Grant funding by entering into an extension to the funding agreement, subject to submitted costs being agreed, to deliver the Gateway Protection Programme between April 2019 and March 2020;
- iii. agrees to the Council continuing to be the Accountable Body for the Home Office grant in respect of Hull City Council and the Refugee Council and that the funding agreements with both organisations for the elements of the programme that they deliver be extended on terms which reflect the Council's agreement with the Home Office;
- iv. agrees that the existing funding agreement with Leeds City Council, as the regional accountable body, for delivery of the Syrian Vulnerable Person's Resettlement Scheme in Sheffield be varied to provide funding to the Council (a) to continue providing resettlement and support under the scheme, and (b) to provide resettlement and support under the Vulnerable Children's Resettlement Scheme, from April 2019 to March 2020;
- v. delegates authority to the Executive Director, Place, in consultation with the Director of Finance and Commercial Services, to instruct the Director of Legal and Governance Services to finalise terms and complete the necessary documentation;
- vi. authorises the Director of Housing and Neighbourhoods be to accept a small additional increase in the number of refugees to be resettled

if requested to do so subject to adequate funding being offered, sufficient properties being available and the service being able to accommodate and support the additional refugees.

Background Papers:

- Appendix 1 – Gateway Grant Agreement
- Appendix 2 – VPRS Partnership Agreement
- Appendix 3 –VPRS Years 2-5 Funding Agreement
- Appendix 4 – VPRS Variation Agreement incorporating VCRS Funding
- Appendix 5 – EIA

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>Sonya Oates</i>
	Legal: <i>Andrea Simpson</i>
	Equalities: <i>Louise Nunn</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>Laraine Manley</i>
3	Cabinet Member consulted: <i>Jim Steinke</i> <i>Cllr Jackie Drayton</i> <i>Cllr Jayne Dunn</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>Carl Mullooly</i>
	Job Title: <i>Service Manager</i>
Date: <i>(Insert date)</i>	

1. PROPOSAL

1.1 Background

- 1.1.1 In 2004 Sheffield City Council was the first local authority to welcome resettled refugees when the Gateway Protection Programme (GPP) was launched in the UK. Since 2016 Sheffield City Council has resettled refugees under both the GPP and the Syrian Vulnerable Person's Resettlement Scheme (VPRS). Sheffield is a city of Sanctuary and has successfully resettled 1135 refugees under the GPP and 274 under VPRS up to the end of December 2018.
- 1.1.2 It is proposed that Sheffield agrees to resettle a further 151 refugees under the GPP (75), VPRS (50) and Vulnerable Children's Resettlement Scheme (26) between March 2019 and May 2020.
- 1.1.3 Further requests may be made to resettle families under these schemes due to the fact that families may wish to re-unite with relatives already living in Sheffield. It is proposed that the Director of Housing and Neighbourhoods be authorised to accept a small increase in the number of refugees to be resettled if requested to do so provided that adequate funding is offered, sufficient properties are available and the service is able to accommodate and support the additional refugees.
- 1.1.4 The majority of people arriving have been resettled into private rented accommodation, with some accessing housing association properties. A small number accessing low demand council properties that are hard to let and accruing rent loss. These arrangements will continue.
- 1.1.5 The Home Office intends to carry out a review of current refugee resettlement arrangements. It is anticipated that this may result in proposals for future schemes to be delivered by local authorities from 2020. Any such proposals will be the subject of future executive reports.

1.2 Gateway Protection Programme

- 1.2.1 The Gateway Protection programme (GPP) is the UK refugee resettlement programme run by the Home Office in conjunction with the United Nations High Commission for Refugees (UNHCR). The GPP resettles refugees who are not able to return to their country of origin or remain long term in their host country. The GPP is fully funded by the Home Office for the first 12 months after the refugees arrive, including housing, healthcare, education and casework support.
- 1.2.2 Since 2011 Sheffield City Council has managed a Yorkshire and Humber Gateway resettlement delivery partnership involving Hull City Council and Refugee Council. The two local authorities (Sheffield and Hull) secure housing (mainly private rented) and provide tenancy support for the resettled refugees whilst the Refugee Council provides the reception and integration support for the refugees for the first 12 months after their arrival in the UK.

- 1.2.4 Sheffield City Council is the Accountable Body for the Home Office grant in respect of Hull City Council and the Refugee Council and has entered into funding sub-agreements with both organisations for the elements of the programme that they deliver on terms which reflect the Council's agreement with the Home Office.
- 1.2.5 The current funding agreement with the Home Office covers delivery of the Programme for the period 1 April 2016 – 31 March 2020 and was entered into following a decision of the Leader of the Council in September 2016 that the Council approved the acceptance of the Home Office Grant offer and enter into the funding agreement. The grant agreement with the Home Office is attached to this report at Appendix 1.
- 1.2.6 Under this agreement Sheffield resettles 75 refugees each year up to 31 March 2019 and supports them by finding and setting up a home in preparation for their arrival into the UK. This support lasts for 12 months from arrival, so continues to March 2020 for the latest refugees to be resettled, and includes assisting with day to day tenancy management, working with other organisations to help refugees into the UK. 90 refugees are resettled by Hull City Council each year under the agreement.
- 1.2.7 The Home Office has requested that local authorities extend the current agreements by a further 12 months whilst a review is undertaken of resettlement arrangements in the UK. The current grant agreement provides for such an extension to be agreed between the parties. This will result in Sheffield resettling a further 75 refugees, and Hull a further 90, under the Gateway Protection Programme until and supporting them up to 31 May 2020. It is proposed that Cabinet agrees to the extension on the terms offered and extends its sub-agreements with Refugee Council and Hull City Council accordingly.

1.3 Syrian Vulnerable Person's Resettlement Scheme

- 1.3.1 In September 2015 the Prime Minister announced that the UK would resettle 20,000 Syrian refugees by 2020 and the Home Office approached all local authorities to ask them to participate in the Syrian Vulnerable Person's Relocation Scheme, (VPRS). This initially resulted in the resettlement in Sheffield of 10-15 Syrian families (up to 50 individuals) by 31 March 2016 following a decision in January 2016 by the Cabinet Member for Neighbourhoods.
- 1.3.2 Subsequently, rather than entering into agreements with every individual local authority the Home Office funded this scheme via regional strategic migration partnerships (SMPs). In the Yorkshire and the Humber region the SMP, Migration Yorkshire, is hosted by Leeds City Council. The Home Office entered into a funding agreement with Leeds City Council which set out the requirements of the VPRS and associated funding for all the 22 local authorities in the region.
- 1.3.3 In May 2016 the Executive Leader of the Council made a decision that the Council enter into a funding agreement with Leeds City Council to provide

funding to the Council to support the resettlement of 75 Syrian refugees each year from April 2016 to March 2019.

- 1.3.4 Leeds then entered into a partnership agreement with Sheffield City Council (and separately with each other local authority involved) which reflected the terms of the agreement between the Home Office and Leeds. This partnership agreement includes the number of refugees to be resettled by Sheffield up to March 2019, the funding received by Sheffield City Council and the percentage fee deducted from the payment to Sheffield and retained by Leeds for management and co-ordination costs. A copy of the agreement is attached to this report at Appendix 2. The Home Office Funding Agreement which supports this agreement is attached at Appendix 3.
- 1.3.5 Under this arrangement Leeds City Council is the Accountable Body to the Home Office. Sheffield City Council delivers the housing, tenancy support and ESOL elements of the service. Leeds has contracted separately with the Refugee Council to deliver integration support in Sheffield so there are no contractual arrangements between Sheffield City Council and the Refugee Council although the two continue to work together.
- 1.3.6 Refugees arriving under the VPRS receive Home Office Funding for up to 5 years from the date of arrival to help resettle and integrate them into the community. The same support is provided for refugees under this programme as the GPP for 12 months; however additional funding allows continued support for refugees resettled under this programme for up to 5 years from the date of arrival.
- 1.3.7 Migration Yorkshire has requested that local authorities extend the current agreements by a further 12 months whilst a review is undertaken of resettlement arrangements in the UK. This will result in Sheffield resettling a further 50 refugees fleeing the conflict in Syria (not necessarily of Syrian nationality) under The Vulnerable Persons Resettlement Scheme between March 2019 and May 2020. It is proposed that Cabinet agrees to the extension on the terms offered.

1.4 Vulnerable Children's Resettlement Scheme

- 1.4.1 In March 2018 the Home Office requested that Sheffield City Council consider resettling refugees under the Vulnerable Children's Resettlement Scheme (VCRS). This scheme is similar to the VPRS, but is specifically tailored to resettle vulnerable and refugee children at risk and their families from the Middle East and North Africa. Families may be resettled under the scheme, but it is the child or children within the family who are assessed as vulnerable in order to qualify.
- 1.4.2 No families have yet been resettled in Sheffield through VCRS, though some have moved to Sheffield having initially been resettled elsewhere, the Home Office funding for Years 2-5 following the families. Using the proportion of refugees re-settled across the Yorkshire and Humber region based on size of city and planned numbers for the region it has been requested that Sheffield take 26 individuals (vulnerable children and associated adults) between March 2019 and May 2020 as part of this programme.

1.4.3 This scheme operates under the same terms as the VPRS and it is funded by Home Office via the regional strategic migration partnerships Migration Yorkshire in the Yorkshire and the Humber region). Delivery in Sheffield will be implemented by variation to the existing agreement with Leeds City Council. A copy of the VPRS Variation Agreement incorporating VCRS funding is attached to this report at Appendix 4.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 Sheffield was the first City of Sanctuary and as a city is proud to welcome asylum seekers and refugees into its neighbourhoods. Continued involvement with the GPP, VPRS and VCRS supports this commitment and is a clear signal that Sheffield intends to be a place of safety for those fleeing persecution.

2.2 Many other local authorities have looked to Sheffield, as the first local authority to participate in the programme, to give guidance and share experiences of the success of the programme in the city. Refugees have settled well into communities and integrated well into neighbourhoods, sharing different cultures and becoming active citizens alongside their neighbours.

2.3 Refugees are supported to become independent and integrated into the community with tailored support offered by both Sheffield City Council and Refugee Council staff.

2.4 The programmes will continue to be delivered in tandem with SCC Education Service, the Targeted Support Service within Lifelong Learning Skills and Communities, the Department for Work and Pensions and with NHS Sheffield. Regular stakeholder meetings will be convened where planning for arrivals and ongoing support for the refugees who have already been resettled will be discussed.

2.5 Many of the refugees resettled have gone on to form community groups and join the Gateway Community Forum as they have become more established and integrated into the life of the city. Some of the refugees who arrived as children have gone on to university and a number of refugees have secured paid employment or are undertaking volunteering work, including befriending and supporting newer cohorts of Gateway refugees.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The Council is not required to carry out a consultation process in respect of these proposals. A formal consultation process has not been carried out.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 An Equality Impact Assessment has been carried out and is attached. The main impacts identified are that the extension of schemes will have a positive equality impact primarily on the BME communities as all refugees being

resettled will be from a BME background. The programme offers the resettled refugees the only chance of a durable solution to their protracted refugee status. Refugees will also have other protected characteristics which may be relevant to their resettlement needs and this would be addressed as part of the individualised support that they receive, for example, some of the refugees who are resettled may have suffered persecution on the basis of their sexuality or religion. If the programme does not continue in Sheffield and Hull this may have a negative impact on the refugees awaiting resettlement. However, it would not impact on those who are currently involved in the programme as their resettlement support is guaranteed under the current programme arrangements

4.2 Financial and Commercial Implications

4.2.1 Funding for GPP

4.2.1.1 The Council has submitted indicative costs for the extension of the grant agreement to the Home Office. The maximum grant payable from the Home Office to extend the programme will be £2,196,362.26.

4.2.1.2 The current estimate of the maximum level of grant funding that will be available to each party for the extension of the Grant Agreement is as follows:

	<u>Direct costs</u>	<u>Indirect Costs (7%)</u>	<u>Total Funding</u>
<i>Sheffield City Council</i>	<i>£483,232</i>	<i>£ 33,826</i>	<i>£517,058</i>
<i>Hull City Council</i>	<i>£681,384</i>	<i>£ 47,697</i>	<i>£729,081</i>
<i>Refugee Council</i>	<i>£888,058</i>	<i>£ 62,164</i>	<i>£950,222</i>
	<i>£2,052,674</i>	<i>£143,687</i>	<i>£2,196,361</i>

4.2.1.3 The submitted costs and the funding agreements will be based on outputs of up to 75 refugees arriving in Sheffield and up to 90 refugees arriving in Hull. Each refugee will be provided with housing, integration support and ESOL. The budgets are based on fixed costs, e.g. salaries and variable costs, e.g. accommodation set up costs.

4.2.1.4 If the number of refugees resettled is less than 165 per annum the Home Office would still retain liability to meet the fixed costs within the Grant Agreement and the variable costs would be reduced, pro rata, according to the actual number of refugees resettled, and the actual costs incurred for their housing and support.

4.2.1.5 If additional costs are identified prior to arrival, separate funding agreements will be made with the Home Office, as per the current programme.

4.2.1.6 Built into the funding agreements are 7% for indirect / overhead costs which will, where possible, be retained to fund any foreseeable expenditure pressures during the course of the programme. If additional, unexpected costs arise over and above the level of the 7% indirect costs, discussions will be initiated with the Home Office to either identify additional funding for the programme or to vire any underspend on other aspects of the Gateway programme areas, should any in year budget underspends arise. No alternative sources of SCC funding have been identified should costs exceed the available grant funding.

4.2.1.7 Other key features of the Home Office grant are as follows:

- The Home Office grant is subject to claw back if it is not spent in accordance with the grant terms and conditions.
- Sheffield City Council will become the Accountable Body for the grant on behalf of both Hull City Council and the Refugee Council and will mitigate any risks with back to back funding agreements.

4.2.1.8 The Education Resettlement Service will receive an amount of £4,500 for each child aged 5-18 and an amount of £2,250 for each child aged 3 or 4. This is used to support the admissions process for home school liaison and to provide classroom support for the children. The Home Office will also provide funding at £4,500 for pupils who are aged 4 on arrival but become 5 in the Autumn term. Additional funding from the Home Office equivalent to 15% of the pupil funding is received to cover management costs. No alternative sources of SCC funding have been identified should costs exceed the available grant funding.

4.2.1.9 Separate funding agreements are to be made between the Home Office and NHS Sheffield, which fund the initial patient registration and health screening process which takes place centrally at Mulberry Practice. Additionally, once the refugees are registered with their local general practice a sum of £50 per refugee is paid to the practice to facilitate this registration.

4.2.1.10 At the end of the programme in 2021 both the funding and the activity will cease. There will be no ongoing commitment on the Council to continue any of the work prescribed in the Grant Agreement.

4.2.2 Funding for VPRS and VCRS Schemes

4.2.2.1 Funding levels per refugee for the VPRS and VCRS (excluding health and education costs) have been initially confirmed by the Home Office as £8,520 in year 1, £5,000 in year 2 tapering to £1,000 in year 5. The table below summarises the estimated funding levels that would be paid to the Council each year, after the deductions have been made for Leeds City Council's management and co-ordination costs (up to 3.5% of annual funding allocations) and the Refugee Council's integration support costs. Assuming a total of 76 refugees over 3 years the total funding estimated to be paid to the Council is £972,099.

4.2.2.2

Estimated Funding for VPRS and VCRS					
Year	Arrivals	SCC ££	Migration Yorkshire 3.5% admin fee (££)	Refugee Council	Total
19/20	76	£370,391.00	£21,368.00	£255,770.00	£647,529.00
20/21	0	£250,702.00	£12,540.00	£116,758.00	£380,000.00

21/22	0	£185,536.00	£9,280.00	£86,384.00	£281,200.00
22/23	0	£115,318.00	£5,768.00	£53,714.00	£174,800.00
24/25	0	£50,152.00	£2,508.00	£23,340.00	£76,000.00

4.2.2.3 The Home Office have advised that there will be an 'exceptional cases' fund which local authorities can apply to for cases where the social care costs are high, and cannot be met from the income received through the VPRS funding. The Home Office have not yet confirmed the criteria or process for making claims to the 'exceptional cases' fund and as such exact details of funding rates and demand level are not available at present. No alternative funding has been identified within Sheffield City Council's budgets should costs exceed funding levels.

4.2.2.4 One off education funding is to be provided at the following rates for the first year only: £4,500 (age 5-18) and £2,250 (age 3 and 4). The details of how many children fall into these age ranges are not currently available. This funding is above and beyond the funding per pupil provided to schools via the Department of Education's Dedicated Schools Grant.

4.2.2.5 Funding for primary and secondary medical care costs to be at the following rates per person: Primary (£600) and Secondary (£2,000) Funding will also be made available in year 1 for any additional secondary care costs incurred with details to be confirmed. Details of demand levels are not available at present. This funding will be paid directly to the CCG by the government and administered by them.

4.2.2.6 Procurement

While the majority of the support provided under these agreements is, and will continue to be, provided by in-house services it may be necessary to procure external providers for certain elements. All public sector procurement is governed by both European Legislation and UK national law. In addition, all procurement in Sheffield City Council must comply with its own Procurement Policy, and Contracts Standing Orders.

Contracts Standing Orders requirements will apply in full to the procurement of services, goods or works utilising grants. All grant monies must be treated in the same way as any other Council monies and any requirement to purchase/acquire services, goods or works must go via a competitive process.

4.3 Legal Implications

4.3.1 The Home Office grant is paid to the Council in exercise of its power, under section 59 of the Nationality Immigration and Asylum Act 2002, to arrange or assist the settlement of migrants (whether in the United Kingdom or elsewhere) and to provide financial support to an organisation in the United Kingdom or another country which arranges or participates in a project of that kind. The Council will agree extensions to the existing legal agreements to secure funding and delivery and to ensure, as Accountable Body, that any it has obligations to the Home Office are reflected in its agreements with Hull City Council and the

Refugee Council.

4.3.2 The documents relating to the VPRS partnership agreement between Sheffield City Council and Leeds City Council, including the Variation Agreement incorporating the VCRS funding, are attached at Appendices 2-4. Officers from Legal Services have reviewed the proposed variation agreement and confirmed that the terms and conditions are acceptable.

4.3.3 The majority of people assisted under all schemes will be accommodated in private rented housing but it may occasionally be necessary to use social housing if individual needs cannot be met in the private sector. Where refugees are allocated Council housing or nominated to registered providers this will be done in accordance with the Council's statutory Allocations Policy.

4.4 HR Implications

4.4.1 The Grant funding for GPP and Syrian VPRS Scheme pays the salaries for the following posts:-

Post	No of	Grade	Gateway FTE	Syrian FTE
Service Manager	1	11	0.125	0.125
Team Manager	1	8	0.5	0.5
Monitoring Officer	0.6	5	0.3	0.3
Senior BSO	0.7	4	0.35	0.35
Housing Solutions Officer	2.5	5	0.75	1.75
Property Officer	1	6	0.5	0.5
Senior Housing Solutions Officer	1	6	0.0	1.0

4.4.2 If the Council does not extend current arrangements, an exercise will be undertaken to review the impact of this on the posts above when the current arrangements come to an end. If required, the Council's Achieving Change / MER procedure would be used to address any shortfall in funding against the number of posts and the structure within the Service.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 If the Council did not extend the funding agreements with the Home Office and Leeds City Council for Migration Yorkshire it would mean that refugees waiting for resettlement may not be offered a place of sanctuary. It could affect national targets to resettle refugees.

5.2 The current delivery partners have committed to continuing the existing arrangements for the requested period of extension.

6. **REASONS FOR RECOMMENDATIONS**

6.1 The Council now has over 14 years' experience of management and delivery of

Refugee resettlement programmes, the longest involvement of any local authority in the UK.

- 6.2 The Council has managed a successful programme delivery partnership with Hull City Council and the Refugee Council since 2011. As well as overall management of the programme, the Council has also managed the provision of housing and associated tenancy support for the Gateway refugees. The local authority VCF partnership provides excellent quality and value for money services and delivering a further programme going forward will ensure the continuity of the current delivery partnership as well as providing the best housing and resettlement services for new refugees arriving in the city.
- 6.3 The UK government have committed to resettling the most vulnerable Syrian refugees, bringing people to the UK who have fled the war and are temporarily based in neighbouring countries. The VPRS is funded by central government, with money provided at a level which funds the Council and its delivery partners to provide services and support to refugees for a period of up to 5 years following arrival in the city.
- 6.4 The Government has committed to resettling families with vulnerable children under the Vulnerable Children's Resettlement scheme and other Local Authorities in the Yorkshire and Humberside region have taken families under this scheme.

Carl Mullooly
Accommodation and Support Team Service Manager

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

Document is Restricted

This page is intentionally left blank

[Print this page](#)

Equality Impact Assessment and Consultation

Approved

Approved by Nunn Louise

MAKE CHANGES TO THE FORM

Equality Impact Assessment

Introductory Information

Reference number

386

Proposal type Budget Project**Project name**

Extension of Resettlement Arrangements

Decision Type**Type of decision**

- Cabinet
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Cabinet Member **Entered on Q Tier** Yes No**Year(s)**

14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
-------	-------	-------	-------	-------	-------	-------	-------

EIA date

31/10/2018

EIA lead **EIA contact** **Lead officer** **Lead Corporate Plan priority**

Thriving Neighbourhoods and Communities

Portfolio, Service and Team

Cross Portfolio

Yes No

Portfolio

Place

Place service(s)

- Business Strategy and Regulation
- City Growth
- Culture and Environment
- Housing and Neighbourhoods Service
- Major Projects
- Repairs and Maintenance Service
- Transport and Facilities Management

Place team(s)

Accommodation and Support Team Service

Is the EIA joint with another organisation (eg NHS)?

No Yes

Brief aim(s) of the proposal and the outcome(s) you want to achieve

Since 2004 Sheffield City Council has resettled refugees under the Gateway Protection Programme and Syrian Vulnerable Persons Scheme.

Sheffield is considered a city of Sanctuary and has successfully resettled Refugees under this programme.

The majority of people that have already been resettled are in Private Rented Accommodation, with some accessing Housing Association Properties and a small number accessing low demand council properties that are hard to reach and accruing rent loss.

In addition Local Authorities have been asked to resettle families under the Vulnerable Childrens Resettlement Scheme. This is under the exact same terms as the Vulnerable Persons Resettlement Scheme, with funding for up to 5 years and in Partnership with Migration Yorkshire. It is proposed that Sheffield agree to resettle a further 151 refugees under the Gateway Protection Programme between March 2019 and May 2020.

It is also proposed that this number is flexible and if further requests are made to resettle families under these schemes that the Director makes a decision to increase this by a small number depending on the availability of properties and the ability of the service to successfully resettle refugees.

Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these - positives will be part of any mitigation. The action plan should detail any mitigation.

Overview

Overview (describe how the proposal helps to meet the Public Sector Duty outlined above), Supporting Evidence (Please detail all your evidence used to support the EIA)

Sheffield was the first City of Sanctuary, and as a city is proud to welcome asylum seekers and refugees into its neighbourhoods. Continued involvement with GPP, VPRS and VCRS supports this commitment and is a clear signal that Sheffield intends to be a place of safety for those fleeing persecution.

Impacts**Proposal has an impact on**

Health	Age	Disability	Pregnancy/Maternity	Race	Religion/Belief
Sex	Sexual Orientation	Transgender	Carers		
Voluntary/Community & Faith Sectors		Cohesion	Partners		
Poverty & Financial Inclusion			Armed Forces	Other	

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

Yes No

Staff

Yes No

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Separate funding agreements are to be made between the Home Office and the NHS Sheffield, which will fund the initial patient registration and health screening process which takes place centrally at Mullberry Practice. Additionally, once the refugees are registered with their local general practice a sum of £50.00 per refugee is paid to the practice to facilitate the registration.

Comprehensive Health Impact Assessment being complete

Yes No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

Yes No

Health Lead

**Age**

Staff Yes No**Impact** Positive Neutral Negative**Level** None Low Medium High**Details of impact**

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers Yes No**Impact** Positive Neutral Negative**Level** None Low Medium High**Details of impact**

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Disability**Staff** Yes No**Impact** Positive Neutral Negative**Level** None Low Medium High**Details of impact**

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers Yes No**Impact** Positive Neutral Negative**Level** None Low Medium High**Details of impact**

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Pregnancy/Maternity**Staff**

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Race**Staff**

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Religion/Belief

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Sex

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Sexual Orientation**Staff**

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Transgender**Staff**

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Carers**Staff**

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Voluntary/Community & Faith Sectors

Staff

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

There will be an impact on staff that will result in more work and maybe changes to their tenant profiling in the Communities in their areas.

More training may be required to support staff in becoming more aware of the issues regarding refugees.

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Negative -

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Cohesion**Staff**

Yes No

Customers

Yes No

Poverty & Financial Inclusion**Staff**

Yes No

Customers

Yes No

Other**Staff**

Yes No

Customers

Yes No

Please specify**Impact**

Positive Neutral Negative

Level

None Low Medium High

Details of impact**Negative -**

There may be a negative impact on the community where refugees will be placed. This may cause some hostility towards the refugees in certain communities/areas and therefore this may raise issues and some ASB situations may also arise.

Positive -

Refugees will be given an opportunity to settle in a safe environment, this will assist them in becoming part of the community

Supporting Documentation

[Click here to attach a file](#)

Cumulative impact**Proposal has a cumulative impact**

Yes No

Proposal has geographical impact across Sheffield

Yes No

Local Partnership Area(s) impacted

All Specific

Action Plan and Supporting Evidence**Action plan**

Supporting Evidence (Please detail all your evidence used to support the EIA)

The main impacts identified are that the extension of schemes will have a positive equality impact primarily on the BAME communities as all refugees being resettled will be from a BAME background. The programme offers the resettled refugees the only chance of a durable solution to their protracted refugee status. Refugees will also have other protected characteristics which may be relevant to their resettlement needs and this would be addressed as part of the individualised support that they receive, for example, some of the refugees who are resettled may have suffered persecution on the basis of their sexuality or religion. If the programme does not continue in Sheffield and Hull this may have a negative impact on the refugees awaiting resettlement. However, it would not impact on those who are currently involved in the programme as their resettlement support is guaranteed under the current programme arrangements

Consultation**Consultation required**

Yes No

If consultation is not required please state why

The council is not required to carry out a consultation process in respect of these proposals. A formal consultation process has not been carried out.

Are Staff who may be affected by these proposals aware of them

Yes No

Are Customers who may be affected by these proposals aware of them

Yes No

If you have said no to either please say why

Summary of overall impact

Summary of overall impact

The council has managed a successful programme delivery partnership with Hull City Council and the Refugee Council since 2011. As well as overall management of the programme, the council has also managed the provision of housing and associated tenancy support for the Gateway refugees. The local authority VCF partnership provides excellent quality and value for money services and delivering a further programme going forward will ensure the continuity of the current delivery partnership as well as providing the best housing and resettlement services for new refugees arriving in the City.

The UK has agreed to resettling the most vulnerable Syrian refugees, bringing people to the UK who have fled the war and are temporarily based in neighbouring countries. The VPRS is funded by central government with money provided at a level which funds the Council and its delivery partners to provide services and support to refugees for a period of up to 5 years following arrival in the City.

Summary of evidence

Changes made as a result of the EIA

Escalation plan

Is there a high impact in any area?

Yes No

Overall risk rating after any mitigations have been put in place

High Medium Low None

Review date

Review date

If a review date is specified, it will appear in the 'Upcoming Reviews' view when the EIA review is within 30 days.

Approved

This page is intentionally left blank