

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Wednesday 24 October 2018 at 5.00 pm

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

The Press and Public are Welcome to Attend

Membership

Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Lisa Banes, Mike Chaplin, Neale Gibson, Adam Hanrahan, Mark Jones, Abdul Khayum, Cate McDonald, Mohammed Mahroof, Ben Miskell, Robert Murphy, Moya O'Rourke, Martin Smith and Paul Wood

Substitute Members

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

PUBLIC ACCESS TO THE MEETING

The Economic and Environmental Wellbeing Committee exercises an overview and scrutiny function in respect of the planning, development and monitoring of service performance and other issues in respect of the area of Council activity relating to planning and economic development, wider environmental issues, culture, leisure, skills and training, and the quality of life in the City.

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. on Friday. 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 Scrutiny Committee 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.

Scrutiny Committee meetings are normally open to the public but sometimes the Committee 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.

If you require any further information about this Scrutiny Committee, please contact Alice Nicholson, Policy and Improvement Officer on 0114 27 35065 or [email alice.nicholson@sheffield.gov.uk](mailto:alice.nicholson@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.

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
24 OCTOBER 2018**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 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 - 10)
To approve the minutes of the meeting of the Committee held on 26th September, 2018
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. The Future of Supertram** (Pages 11 - 18)
Presentation by Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive
- 8. Update on the Sheffield Bus Partnership** (Pages 19 - 28)
Presentation by Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive
- 9. Sheffield Transport Strategy 2018-34 - Assessing Sustainable Travel Options (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry)** (Pages 29 - 44)
Report of the Director of Strategic Transport and Infrastructure
- 10. Work Programme 2018/19** (Pages 45 - 58)
Report of the Policy and Improvement Officer
- For Information Only**
- 11. Individual Cabinet Member Decision on the Disposal of Property at Mount Pleasant, Sharrow Lane - Update** (Pages 59 - 60)
Report of the Executive Director, Place
- 12. Date of Next Meeting**

The next meeting of the Committee will be held on Wednesday, 24th October, 2018, at 5.00 pm, in the Town Hall

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.

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Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee

Meeting held 26 September 2018

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Mike Chaplin, Neale Gibson, Mark Jones, Abdul Khayum, Cate McDonald, Mohammed Mahroof, Ben Miskell, Robert Murphy, Paul Wood and Colin Ross (Substitute Member)

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(NOTE: Prior to the meeting, the Committee visited Arup's offices in the City Centre, providing an excellent vantage point to view the buildings and open spaces in Heart of the City II, and David Morgan, Leonard Design Architects, presented the design context of the Scheme.)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Lisa Banes, Adam Hanrahan, Moya O'Rourke and Martin Smith (with Councillor Colin Ross attending as his substitute).

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 In relation to Agenda Item 7 (City Centre Development and Growth – Heart of the City II), Councillors Neale Gibson and Paul Wood declared personal interests as Cabinet Advisers for Transport and Development and Neighbourhoods and Community Care, respectively.

4. MINUTES OF PREVIOUS MEETINGS

4.1 14th March 2018

The minutes of the meeting of the Committee held on 14th March 2018 were approved as a correct record and, arising therefrom:-

(a) the Chair reported that herself and the Cabinet Member for Finance (Councillor Olivia Blake) had met with representatives of Avenues to Zero to explain to them, more fully, information underlying the Individual Cabinet Member Decision; the Policy and Improvement Officer (Alice Nicholson) added that the responses to all the questions raised at the meeting had been provided to the questioners by Councillor Olivia Blake, and there would be a briefing paper to update Members on the outcome of the meeting with Avenues to Zero; and

- (b) further to the resolution in Item 6 – Implications for Sheffield of the Vote to Leave the European Union (Brexit) – Update and Current Position, specifically regarding the question as to how many families were likely to be affected by immigration status, Alice Nicholson reported that this had been chased, and she had been informed that it was difficult to readily obtain such information; an update would be provided as and when this information had been secured.

4.2 16th May 2018

The minutes of the meeting of the Committee held on 16th May 2018, were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

- 5.1 There were no questions raised or petitions submitted by members of the public.

6. CITY CENTRE DEVELOPMENT AND GROWTH - HEART OF THE CITY II

- 6.1 The Committee received a presentation from Jon Munce, Queensberry, the Council's strategic development partner, on Heart of the City II, a major development scheme at the very heart of the City, which would build on the success of Heart of the City I. Mr Munce referred to maps highlighting those buildings to be redeveloped as part of the scheme, and to The Masterplan, providing an overview of the plans for Heart of the City II. He reported that the scheme would comprise a mix of retail, residential, office accommodation, hotels and leisure facilities, to include restaurants and a food hall, as well as incorporating a number of high quality new squares and courtyards, and both indoor and outdoor spaces to host a range of events. The scheme would be specifically designed to integrate fully with the City's emerging transport strategy, and would be accessible from every part of the City, whether arriving on foot, or by bike, car, tram, bus or train. The design would retain and enhance as much of the City's heritage architecture within the site as possible, including Leah's Yard and the facades to Pinstone Street.
- 6.2 Also in attendance for this item were Councillor Mazher Iqbal (Cabinet Member for Business and Development) and Nalin Seneviratne (Director of City Centre Development).
- 6.3 Mr Munce referred to computer generated photographs, highlighting the completed scheme and to The Masterplan, highlighting the proposed streetscape, including the nature of the development to be seen at this level, level one and upper floor level. He reported on the different types of development included in the scheme, including details of the scale of the retail, office, hotel and residential elements. Mr Munce highlighted the various blocks included as part of the scheme, and detailed the nature of the development in each block. He made specific reference to the John Lewis building, which would remain in place under the current plans. Mr Munce concluded by referring to the timeline in respect of the development of the

future phases, indicating that The Masterplan solution would allow individual blocks to be developed in a progressive and targeted fashion, and that completion of the scheme was expected in 2024.

6.4 Members of the Committee raised questions, and the following responses were provided:-

- Whilst the issues surrounding the shortage of affordable housing, particularly for families, in the City Centre area, were probably not likely to be addressed as part of this scheme, the Council was looking at plans to provide such accommodation at locations on the periphery of the City Centre. One such possibility included development on the site of the former Eye Witness Works, which the Council had recently disposed of. There had been no specific request, as part of the scheme, for the developer to include an element of affordable housing, but they had been requested to incorporate an element of build to rent. The bids made in respect of such accommodation would be assessed accordingly once submitted. The reason for the lack of affordable housing in the City Centre was due to land values, as well as the reduction in the level of grants and subsidies offered to registered social landlords who, consequently, were being forced to charge 80% of current market rents.
- A key aim of the scheme was to make it as resilient as possible which, based on the current economy, mainly regarding issues facing the retail sector, and advice from relevant consultants, would comprise a mix of development. There were, however, still plans for approximately 250,000 square feet of retail development, and the Council was currently talking to, or trying to target, a number of high quality retailers that were not presently based in the City. A number of such retailers had approached the Council, expressing an interest to be included as part of the scheme, which was very encouraging. As part of the discussions with interested retailers, the Council was being mindful of their business models, in that, in order to make the scheme a success, it needed to focus on those retailers with successful business models. In order to help with the long-term sustainability of the scheme, it was also important to attract people to live and work in the City Centre which, in turn, would increase the footfall, thereby helping the retail and leisure sectors to attract more custom. All the current signs and comments from major cities were indicating that Sheffield was taking the correct approach with regard to the mix of development. The move by HSBC, as one of the biggest banks in the world, into Block D, had been viewed as both a major boost and vital element of the scheme.
- Further indications from retail experts had highlighted the importance of the independent retail sector and with this in mind, there was a possibility of a shift to a more flexible approach in terms of leasing the retail units within the scheme, in that, if it was found that a retailer wasn't being successful, the situation could be reviewed, and steps could be taken to replace them. Another major positive of the scheme was the benefits of its incremental development, which would allow for the assessment of the success of each individual element on a block by block basis.

- Although not as part of this scheme, the Council was still looking at increasing the levels of student accommodation within the City Centre area, on the basis of the high numbers of students coming to the City every year, and the views of students who had indicated that they wished to live in the City Centre on the basis of the close proximity to their respective Universities and the excellent facilities on offer.
- Whilst wanting to attract more families to live in the City Centre, the Council was aware of the problems some families had faced with regard to noise breakout and anti-social behaviour linked to some licensed premises. It was hoped that, as part of this scheme, and the on-going development of the City Centre, accommodation suitable for families could be constructed in quiet areas of the City Centre. The Council, as developer, had the ability to take any appropriate action, under both the planning and licensing regulations, if any specific problems were identified.
- It was hoped that a number of empty office blocks and retail units would be filled in the near future. The Council was doing all it could in terms of actively managing all vacant office blocks and retail units in the City Centre.
- The total debt to the Council in respect of this phase of the scheme, including land acquisition, would amount to £470 million. This all represented borrowed money, through the Public Loan Work Board. On completion of the scheme, hopefully by 2024, there would be a £70 million loss which, it was hoped, would be recovered by 2038 when all the tax incremental finance will have been repaid. The Council would have the opportunity of selling elements of the scheme in order to raise funds if it was deemed necessary. The scheme comprised a number of income-producing assets, with the occupants of the various buildings paying rent, which would provide a regular income. A decision would have to be taken in terms of how the Council exited the scheme in years to come. The funding in respect of the various stages of the scheme would be drawn down as and when required.
- If there was a downturn in the economy, the Council had the opportunity of actualising any of the assets in order to mitigate any possible losses. The progress of the development could be increased or decreased, depending on the economy.
- It was hoped that the various different component parts of the overall scheme would help to contribute to the economic success of the City. Figures regarding the potential economic impact of the development could be circulated to Members.
- It was hoped that, if successful, the scheme, particularly the retail and leisure elements, would draw in money currently being spent in other major cities, such as Leeds and Manchester. On this basis, it was not envisaged that the development would have any detrimental effect on other major shopping areas in the City, such as Ecclesall Road.

- Efforts had been made to engage with retail experts in London in order to gauge opinion with regard to a possible downturn in the economy as a result of Brexit, but it had proved very difficult to get any definitive answers. The Council was aware that a number of major retailers were planning their short-term future based on a post-Brexit stance. The plan was for the Council to take a cautious approach, and develop one block of the scheme at a time, thereby having the ability to re-adjust the development plans accordingly, if required. Whilst the HSBC building (Block D) had been pre-let prior to construction, this was not the case for Blocks B and C. However, it was hoped that with careful marketing and advertisement, the Council would have no problems letting these blocks.
- Block H was to be primarily retail and leisure, including restaurants, food hall, events space and bowling. The plan was for the restaurants and food hall to provide an offer from breakfast through to late evening. Officers had also talked to the owners of existing restaurants/cafes/bars in the City Centre, in order to discuss the possibility of them expanding their businesses as part of the new scheme.
- The role of Queensberry was solely as a strategic development partner for the Council, to provide consultancy and advisory services. The Council had been looking for a company with the relevant skills set and expertise, and with a reputation in both the United Kingdom and Europe and, as part of the procurement process, Queensberry had met all the relevant requirements.
- Every effort was made, as part of the pre-let discussions, to make clear the Council's policy with regard to the Living Wage. As part of the Council's discussions with HSBC, it was apparent that a number of workers would be on apprenticeships, and that it would source other employees from the local area. As the marketing of the wider scheme had not commenced yet, the Council had not looked at the issue of the Living Wage in any detail. However, the Council would look at this at the relevant time.
- Whilst consideration would be given to using income received from business rates in order to encourage apprenticeships, as with the issue regarding the Living Wage, discussions had not yet reached this level of detail. However, it was envisaged that the uplift created in terms of the increase in business rates would be used to pay off the loan by 2038.

6.5 RESOLVED: That the Committee:-

- (a) notes and welcomes the information reported as part of the presentation, the comments now made and the responses to the questions raised; and
- (b) expresses its thanks to Jon Munce, Nalin Seneviratne and Councillor Mazher Iqbal for attending the meeting, and responding to the questions raised.

7. WORK PROGRAMME 2018/19

- 7.1 The Committee received a report of the Policy and Improvement Officer which set out its Work Programme for 2018/19.
- 7.2 Members suggested a number of issues that the Committee could look to include on the Work Programme, including Supertram, the Bus Partnership, Cycling Strategy and Heritage Strategy.
- 7.3 RESOLVED: That the Committee:-
- (a) approves the contents of the Work Programme for 2018/19; and
 - (b) requests the Policy and Improvement Officer to look at including the items now mentioned as part of the Work Programme.

8. DATE OF NEXT MEETING

- 8.1 It was noted that the next meeting of the Committee would be held on Wednesday, 24th October 2018, at 5.00 pm, in the Town Hall.

**Economic and Environmental Wellbeing Scrutiny and
Policy Development Committee**

THE FUTURE OF SUPERTRAM

Ben Gilligan, Director of Public Transport
South Yorkshire Passenger Transport Executive

24 October 2018



A BIT OF HISTORY...

- Opened at 6:00am on 21 March 1994 with the first tram between Meadowhall and Fitzalan Square
- Cost of £240M
- Construction commenced 1991
- Final phase Shalesmoor to Middlewood - October 1995
- 25 Siemens trams
- Operating concession sold to Stagecoach in 1997, SYPTE retaining ownership of the asset
- 7 new CityLink Tram Trains started operating Autumn 2017 on the network
- Major timetable change January 2018 to improve punctuality and reliability



SUPERTRAM CONTEXT

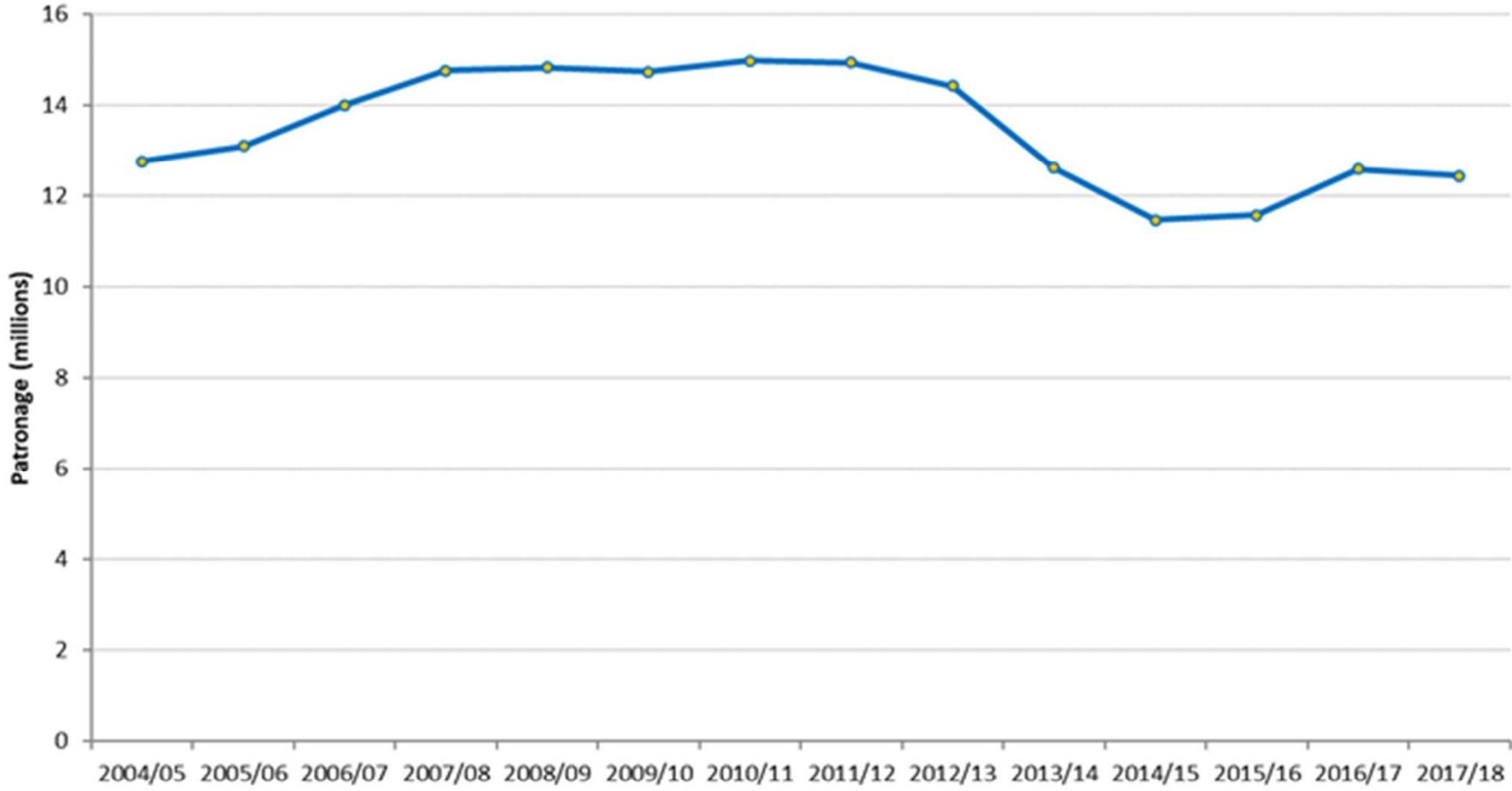
- Roughly 20% of public transport trips in Sheffield are on Supertram
- Supertram network is a potential solution to Sheffield Station capacity issues caused by HS2
- Operates along one of the three corridors identified in the Region's Transforming Cities bid

RECENT UPDATES

- Embedded Rail Replacement programme commenced 2013
- Partnership between SYPTE, Stagecoach and VolkerRail with some DfT funding saw 12km of rail replaced
- Phase 2 of the works commenced in June 2018 and will be completed over the next 3 years
- £30M investment in the asset

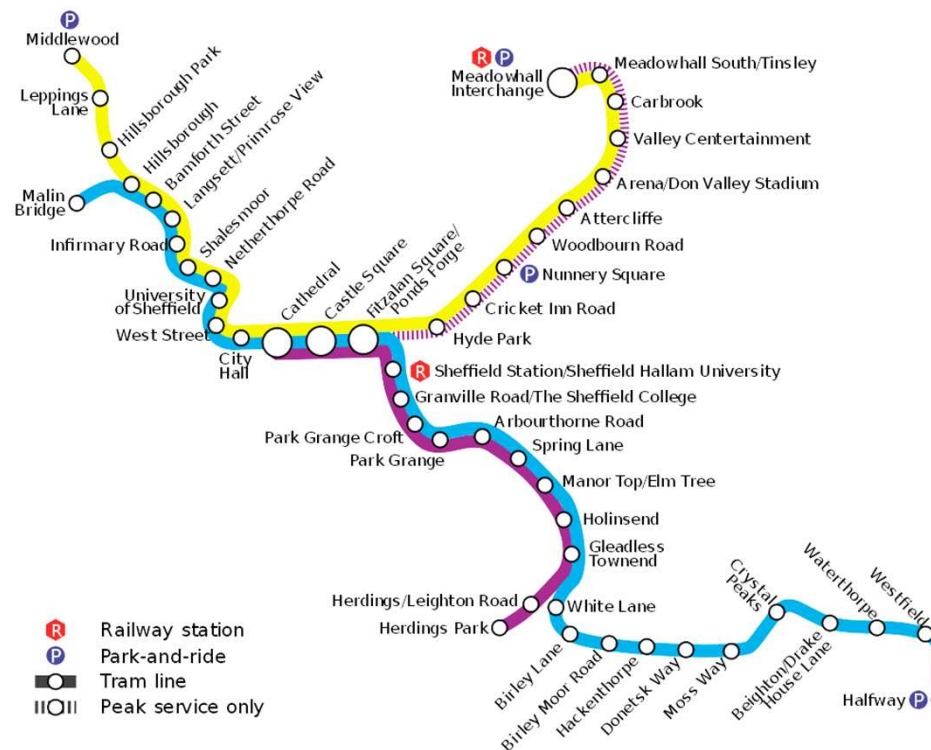


Tram Patronage: 2004/05 to 2017/18



LOCAL LARGE MAJOR FUNDING

- £734,931 funding from DfT announced November 2016 towards production of Outline Business Case on future of existing Supertram network
- Key issues relate to asset condition and renewal, size and shape of network and the role it plays in the broader transport network
- OBC to be submitted 2019



MASS TRANSIT BUSINESS CASE

- Strategic Outline Business Case submitted December 2017
- Outline Business Case due to be completed first half of 2019
- OBC compares the renewal of the Supertram with various options including closure of the network and replacement with Bus Rapid Transit
- Required to comply with the Treasury's five cases, i.e.
 - *Strategic* – case for change
 - *Economic* – the benefits it will deliver
 - *Commercial* – does it work commercially?
 - *Financial* – budgetary impact (revenue and capital)
 - *Management* – can it be delivered?

CONSULTATION

- 6 week consultation period through to 5 November
- 800 responses in first 48 hours
- Essential part of the process of selecting a preferred Option
- Previous consultations have shown significant support for Supertram

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

UPDATE ON SHEFFIELD BUS PARTNERSHIP

Ben Gilligan, Director of Public Transport
South Yorkshire Passenger Transport Executive

24 October 2018



BACKGROUND

- Optio 'Orange' and 'Red' launched 2010
- SBP launched 2012
- Significant levels of growth in fare paying passengers experienced in 2012-14
- TM Travel joined in 2015
- Major network change November 2015 which brought about improved network co-ordination on 8 core corridors

BACKGROUND

- Enhanced multi-operator ticketing offer introduced November 2015 with reduced prices and greater availability – fares are the second cheapest in the UK
- Contactless payments introduced 2017
- 44 new Euro VI buses introduced to Services 1/1a and 56 in June 2018, bringing the total fleet investment to £40M and 200 new vehicles
- ‘Buses for Sheffield’ brand launched June 2018
- New website 2019



ORIGINAL OBJECTIVES

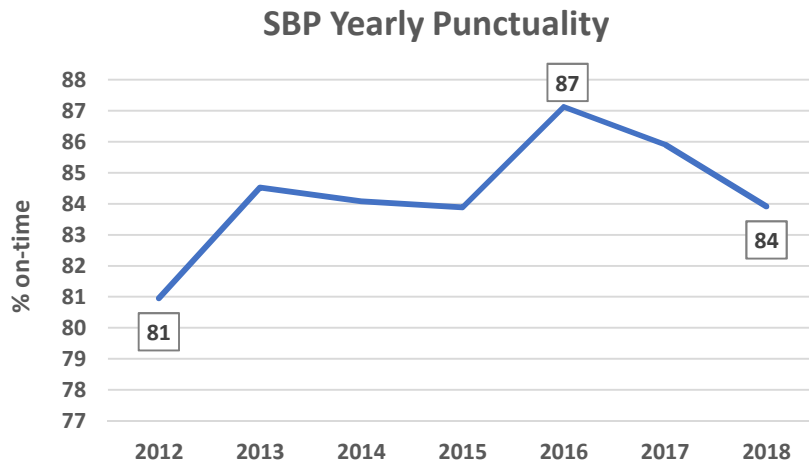
- The original objectives of the Partnership and the extent to which they were achieved are as follows:
 - A stable and co-ordinated approach
 - Partner agreement on dates for service changes, with consultation to take place first
 - Reduced fares
 - Agreed highway interventions
 - Agreed bus fleet investment
 - Improved network promotion
 - Accountability for service delivery

BETTER BUS AREA

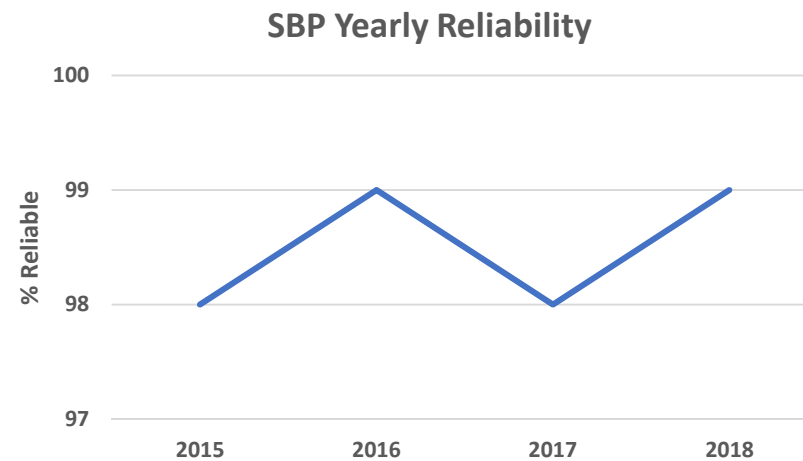
- Key element of the original Partnership
- £18M programme over five years
- £12M of funding from Government supported by BSOG reductions to Operators
- Range of capital and revenue schemes including:
 - Penistone Road
 - Heeley Bottom
 - Improved UTC
 - A/V on bus
- Largest and most ambitious scheme in the County (Nottingham £11.3M, Merseyside £2.7M, York £1.3M and West of England £1.3M)

PERFORMANCE

- Punctuality by year



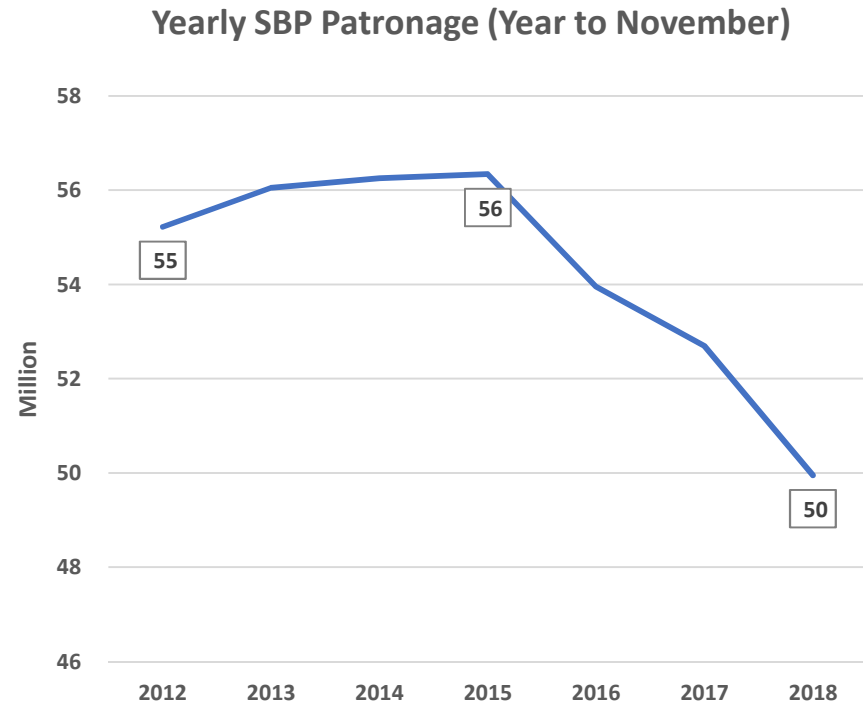
- Reliability by year



- Delays caused by congestion continue to be cited as a significant factor – variability across the week is a major concern

PASSENGER VOLUMES

- Following initial period of growth, general trend has been of decline, driven by ENCTS market
- Key factors driving this relate to changes in employment patterns, reduced need to travel, relative costs of taxis and increasing prevalence of online shopping



HOWEVER - 1.3M more fare paying passenger journeys per year

EMISSIONS

- Investment in the fleet has seen a shift from the position in 2012 with significant improvement in air quality
- A particular challenge has been the initial focus on Euro V compliance by 2017, which has subsequently proven to be less clean in the real world. This has implications for operator investment

	2012	2015	2018	2019
Pre-Euro V	90%	70%	44%	39%
Euro V	10%	30%	38%	18%
Euro VI	0%	0%	16%	43%

KEY CHALLENGES

- Sustainable operations
- Air Quality
- Congestion
- Capital Investment
- Political and Legislative issues
- Changing travel patterns

FUTURE STEPS

- Vehicle retrofit programme (117 Euro IV and V buses being upgraded to Euro VI at a cost of £1.9M funded by DEFRA)
- Further roll out of BfS brand
- Increased joint social media communications
- Joint regulation of services
- Faster journeys with more limited stop services and review of bus stops
- Simplified fares and tickets
- Greater reliance on off-bus ticket sales
- Network simplification
- Enhanced bus priorities

ALSO the need to maintain continued delivery against the original objectives



Report to Economic and Environmental Scrutiny and Policy Development Committee 24 October, 2018

Report of: Head of Strategic Transport and Infrastructure

Subject: Sheffield Transport Strategy 2018-34: assessing sustainable travel options (Supertram; Sheffield Bus Partnership; Sheffield Cycling Inquiry)

Author of Report: Tom Finnegan-Smith

Summary:

In July 2018 Cabinet endorsed a new long-term Transport Strategy for Sheffield. This sets out how the city proposes to deal with projected increases in population, homes and jobs to 2034.

This report briefs Scrutiny on the

- Implications of these new transport policies for the city and the strategic fit with Sheffield City Region's recent draft Transport Strategy, and Transport for the North's wider ambitions
- Current standing of key sustainable transport modes (see below) in the city in order to understand their potential fitness for purpose to meet the challenge of increasing their mode share as envisaged in the Strategy
 - Public transport: 1) Buses – focussing on the performance of the Sheffield Bus Partnership and its future trajectory
 - Public transport: 2) Supertram – with reference to the current consultation on the future of the system
 - Active travel: Cycling – taking into account the 2014 Cycling Inquiry and what has been learnt since
- Approach taken in progressing from Strategy principles towards scheme delivery “on the ground” and how Members, stakeholders and the public may influence this process further as we move towards adoption of the Transport Strategy by Cabinet in 2019

It is presented to Scrutiny in order to hopefully aid community “buy in” for the significant long term impact on Sheffield's transport infrastructure. Future transport interventions must be designed to enable transport to reach its full potential in addressing key challenges for Sheffield, as we strive to improve our economic, environmental and equality performance. As well as shaping (and re-shaping) Places in the city, the Strategy will also have a significant impact on people's lifestyles and result in changed travel behaviour.

Reviewing of existing policy	
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Informing the development of new policy	X
Statutory consultation	
Performance / budget monitoring report	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Call-in of Cabinet decision	
Briefing paper for the Scrutiny Committee	X
Other	

The Scrutiny Committee is being asked to:

Provide comments on

- sustainable transport prospects;
- compatibility with local access issues in delivering transport interventions
- how to build support for these ambitions to deliver the uplift needed in order to address transport related problems the city faces.

Background Papers:

Sheffield Transport Strategy – see Cabinet agenda 18th July 2018, Item 8

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6980&Ver=4>

Report of the: Head of Strategic Transport and Infrastructure

Sheffield Transport Strategy 2018-34: assessing sustainable travel options (Supertram; Sheffield Bus Partnership; Sheffield Cycling Inquiry)

1.0	Introduction/Context
1.1	<p>Sheffield Council's new Transport Strategy (2018-34) sets out how to "do" transport differently in the future given the pressing need to</p> <ul style="list-style-type: none">• Create "headroom for growth", especially in the city centre and Lower Don Valley, as more jobs and homes are required by an increased population• Address congestion, pollution and inequality so that we grow in a sustainable and inclusive way• Help realise the city's full economic and environmental potential as we prepare for the arrival of HS2 in 2034.
1.2	<p>The Strategy outlines a new "Sustainable Safety" methodology for achieving these aims that has particular implications for public transport and active travel. As such, it represents a shift away from emphasis on a "behaviour change" approach to encouraging sustainable journeys and marks a return to first principles. Thus greater stress is laid on Sheffield Council's role as Highway Authority and using our powers, where appropriate, to help create the right conditions for people to choose the right mode, for the right journey.</p>
1.3	<p>In essence this means ensuring safe conditions for cycling for short trips (the vast bulk being under 5 miles and many of these shorter still) and more priority for public transport to speed up door-to-door journey times. These sustainable modes therefore capture the projected increase in trips, whilst car use is pegged at 2015 levels. This, in turn, frees up capacity for longer trips including those by car that cannot be easily made by public transport. Classification of roads and reallocation of road space -- as in the Netherlands -- to minimise conflict between different modes of transport and improve safety and efficiency is essential to this.</p>
1.4	<p>The Strategy is thus consistent with both Sheffield City Region's (SCR) and Transport for the North's (TfN) aim to enable "agglomeration" – in other words the opportunities for employers to draw on the skills of a larger pool of people and skills across northern England. Sheffield's lower levels of labour mobility are acknowledged as a constraint on the regional economy by SCR.</p> <p>It should be noted that, in this respect, the public transport component of the Strategy is dependent on other parties, especially Northern Powerhouse Rail aspirations for 30-minute city centre to city centre journey times between Sheffield, Leeds and Manchester.</p>
1.5	<p>Sheffield Council's Transport Strategy is being brought to the public's attention at the same time as SCR's own Transport Strategy. Equally, it follows on smartly from TfN's consultation on their Transport Plan which is due to be finalised before the year is out. The binding theme between the three tiered strategies is recognition that major transport</p>

	infrastructure deficiencies must be addressed if cities and regions are to flourish – this being a £100 billion Gross Value Added (GVA) economic question, according to Transport for the North.
1.6	<p>This report aims to provide Scrutiny with a better understanding of how we arrived at the current position and the gap between where we are with sustainable transport, and where we need to be, to make our ambitions real.</p> <p>It also indicates some of the governance challenges and the financial, social and cultural changes that may be needed for this “quantum leap” to happen over the ensuing decades.</p>
1.7	<p>In order to aid that understanding it probes these issues by focussing on aspects of sustainable transport</p> <ul style="list-style-type: none"> • Sheffield Bus Partnership, given that the initial five year agreement expired in October 2017 and is now subject to a 12 month rolling renewal • The Supertram network, given the current consultation led by South Yorkshire Passenger Transport Executive (SYPTTE) on its future • An appraisal of outcomes anticipated by the Sheffield Cycling Inquiry in 2014 and how the Strategy seeks to build upon or change them
2.0	Sheffield’s Transport Strategy – future implications for sustainable travel
2.1	<p>The need for a Sheffield Transport Strategy was prompted by a range of projections – a growing population and the need to facilitate additional jobs and homes in a much more sustainable way being chief amongst them.</p> <p>This was accompanied by SCR recognition that Sheffield would be the driver for regional jobs growth. Strong public transport links to the city centre were seen as a key enabler of this. Officers were also mindful of the distinctive nature of Sheffield as opposed to the wider City Region in development terms. Chiefly, the city’s larger, denser urban core largely precluded the building of new roads and necessitated a city specific approach.</p>
2.2	<p>Modelling to test various growth scenarios revealed some cautionary results. Considering forecasts on travel growth and trips from new development, significant additional congestion was indicated both on the Inner Ring Road and within the Ring Road. The latter would impact on the city centre itself, resulting in delay to buses particularly. A likely consequence of this would be a shift from public transport to car, with the additional problems for movement and the city that would create.</p>
2.3	<p>Whilst it should be acknowledged that all such traffic models and forecasts are flawed, they can be useful. Given that this was a projection that did not take into account the additional growth deemed necessary, the conclusions were clear enough. The constraints on the Ring Road were at the junctions, which widening would not resolve. This suggested that better use of existing highway space would form part of our approach.</p>

2.4	<p>In November 2015 consultation on the Sheffield Plan -- City-Wide Options for Growth to 2035 had started. Any Transport Strategy needed to be complementary to this emerging “Local” Plan but was also deemed to be necessary in its own right. Officers have worked collaboratively on both to develop them more or less in parallel and ensure consistency. The Transport Strategy thus takes into account the projected scale of growth and spatial distribution of that growth.</p> <p>Alignment was also ensured between the emerging Transport Strategy and the Green City Strategy. Both encourage a shift away from more carbon intensive to less carbon intensive transport modes, within the parameters set by wider corporate priorities.</p> <p>The Transport Strategy was also informed by the 2011 Mini-Stern Review for Sheffield City Region to understand the most carbon effective transport measures both to address climate change and make networks more resilient to the impacts of that change.</p>
2.5	<p>As a precursor to the full Strategy, officers worked up the Sheffield Transport Vision. This aimed to sketch out the bigger picture of the challenges we faced (captured above) and some solutions. Member involvement was ensured via a Working Group, chaired by Cllr Lindars-Hammond, Cabinet Advisor for Transport at that time.</p>
2.6	<p>It was also judged to be important to “firm up” the outcomes that transport needed to deliver. Therefore a separate piece of work was commissioned to identify the “measurables” we wanted to achieve in transport terms. Specialists SDG were appointed and conducted wide-ranging research to understand the policy, socio economic and transport contexts within which the outputs would be framed. They were able to derive a series of conditional outputs– essentially broad “stretch” targets that transport should help enable, given the necessary financial, political and public support.</p> <p>These outputs were deemed to be conditional on all these building blocks being in place. In part this was recognition that disaggregating the benefits delivered by transport is problematic in conventional economic terms. Whilst transport interventions may not directly result in new jobs and housing, without such interventions development may be stymied or not possible at all.</p> <p>Hence, transport has an indispensable under-pinning role in enabling the right conditions for growth and ensuring the most suitable type of development, particularly when it is coupled to “place-making” initiatives. These provide the kind of finer grain, neighbourhood uplift that makes for successful localities in which business and community can thrive.</p>
2.7	<p>The Vision established the need for change and the approaches that might best fit to deliver that change. The Transport Vision was consulted on in January – March 2018. The consultation was designed to be wide-reaching via an online Citizen Space survey. This sought to</p>

	<p>test the acceptability of the proposed approaches and to capture people's propensity to change how they travel; also, to understand the difficulties people had in travelling by sustainable modes or, indeed, making journeys at all.</p>
2.8	<p>Advertising via social media improved representation amongst such as motorists who typically are less likely to respond than more well-organised lobby groups. Field surveys were also commissioned to get a better sample from localities that tend to have lower participation. This helped produce a significant sample of nearly 2000 respondents.</p> <p>The results largely confirmed the evidence already assembled for the Vision. People saw the biggest issue with public transport as a lack of reliability (which we read as punctuality or timekeeping) for buses, although Supertram was popular than bus. Safety was the key barrier to uptake of cycling. There was an apparent willingness of a section of people to switch from car to more sustainable modes such as bus and bike. There were also significantly worrying numbers of disgruntled bus users who would switch in the other direction, given the chance.</p>
2.9	<p>To devise the new Transport Strategy, officers determined that an evidenced based approach should be followed. In order to provide wider expertise and resource consultants WSP were appointed to support Strategy development and work with the Transport Planning team.</p> <p>Pressing ahead with further work to consolidate the evidence base and work up the full Strategy, officers presented the Vision consultation findings, along with the Transport Strategy to Cabinet in July. The "big idea" at the core of this work was that the increase in trips as a result of growth should be taken up by public transport and cycling – not assuming a "car first" approach. Walking rates would only rise slightly, as a significant number of new cycling trips would convert from walking.</p> <p>Journeys by car would be capped at their current level by a range of measures to incentivise the alternatives – in summary ensuring safe cycling conditions and speeding up public transport by providing greater priority on street.</p> <p>Pollution would be addressed principally by changes in vehicle propulsion technology -- air quality having been the subject of a separate Clean Air Strategy at Cabinet in December, 2017 – but with benefits associated from greater use of improved cycling facilities and improved public transport services as set out in the Transport Strategy.</p> <p>These issues are to be dealt with in detail under the emerging Clean Air Zone for Sheffield and Rotherham. Air quality matters will be considered by the Health and Well Being Board meeting, also scheduled for October 2018.</p> <p>At July Cabinet, the Transport Strategy was endorsed by Members, with a view to further consultation in order to build buy-in for the major changes it indicated were needed.</p>

2.10	<p>Thus we present to the Economic and Environmental Well Being and Policy Development Scrutiny Board as we prepare for the next major phase of the Strategy. This will involve working up the transport interventions in the key locations (corridors and more dispersed geographical areas) that have been identified for action.</p> <p>It is proposed that before the start of the 2019/20 financial year that the Council will consider the longer term financial “ask” – both revenue and capital – arising from these potential projects.</p>
2.11	<p>In doing so, there is an assumption that Sheffield will have to find in the region of 25% contribution towards future major transport schemes, although some projects we may have to fully fund. This is acknowledged in the Strategy with a suggestion for how we might hope to raise funds locally including, for example, a Workplace Parking Levy as has been successfully pioneered in Nottingham.</p>
2.12	<p>There is a growing consensus about the need for a major upgrade in Britain’s infrastructure, especially transport, and no shortage of evidence of the benefits of such investment. There is now also a quantified estimate of what this would cost –the National Infrastructure Assessment produced by the National Infrastructure Commission (NIC) in September. This sets out the long term infrastructure needs of the country to 2050. It proposes:</p> <ul style="list-style-type: none"> • £43bn of stable long-term transport funding for regional cities, with £30bn for devolved authorities by 2040 (£3.3bn between 2020-25 and ramping up thereafter to 2050) • This, however, would be tied to a commitment to deliver the new homes that this infrastructure enables. The report notes: <i>“To deliver thriving cities, metro mayors and other city leaders should develop integrated strategies for transport, employment and housing. Housing and infrastructure should be planned together: new housing requires new infrastructure. These integrated strategies should be backed up by stable, substantial, devolved funding. And for the cities that face the most severe capacity constraints, and with the most potential for growth, there should be additional funding to support major upgrade programmes, which would be agreed between the cities and central government.”</i>
2.13	<p>The NIC report is due to be laid before Parliament on a date to be set for a response. It recommends</p> <ul style="list-style-type: none"> • By 2021, metro mayors and city leaders should develop and implement long term integrated strategies for transport, employment and housing that will support growth in their cities. • By 2021, government should ensure city leaders have the right powers to deliver these integrated strategies, including the power for metro mayors to make decisions on major housing development sites • Government should set out devolved infrastructure budgets for individual cities for locally determined urban transport priorities

	<p>in line with the funding profile set out by the Commission. Budgets for 2021-2026 should be confirmed by mid-2019. Government should pass legislation, by 2020, requiring cities to be given regular five year infrastructure budgets.</p> <p>Again this points to the need for close alignment with SCR objectives, in order to draw down funding. But we see Sheffield taking a clear lead on devising the type of interventions that we have determined best suit the distinctive environment and character of the city.</p> <p>So Sheffield's Transport Strategy is designed to be consistent with the wider policies of SCR but also to take into account the distinctive needs the city has – the larger urban core compared to the rest of the city region, its topography and large rural hinterland much of it in the Peak District National Park.</p>
2.14	<p>Early indications suggest that Sheffield's transport infrastructure funding requirement is likely to be in line with the NIA projections, but we should be under no illusion about the challenge that this presents. In summary, if the kind of money the NIA envisages is made available delivery within the industry nationally would be at risk from significant skills shortages.</p>
2.15	<p>Turning back to the here and now, Scrutiny has requested an appraisal of current sustainable transport options. This will aid an understanding of how "fit for purpose" sustainable modes are in terms of delivering the uplift in their use that is proposed.</p>
	<p>Sustainable travel implications – Public transport (1) Sheffield Bus Partnership</p>
	<p><u>The formation of SBP</u></p>
2.16	<p>Bus is the "workhorse" of local public transport. Whilst nationally much focus is on rail, perhaps reflecting the predominance of this mode in getting people to work in the capital, for most public transport users in the country at large it is bus that matters. In Sheffield more than 100,000 journeys a day are made, mainly with the two biggest operators, First and Stagecoach.</p> <p>Bus routes offer the greatest prospect for shorter term improvements in public transport (typically 2-5 years delivery timeframe for schemes depending on scale) as opposed to light rail / tram) (5-10+) years or heavy rail (15+) years.</p>
2.17	<p>Therefore bus is pivotal to the public transport mix. Since 2012, buses in Sheffield have been operated under the Sheffield Bus Partnership. This brings together Sheffield Council, SYPTE, First and Stagecoach along with minor operators Sheffield Community Transport and more recently TM Travel also.</p>
2.18	<p>At the time options for the future operation of buses were considered by Members of the then South Yorkshire Integrated Transport Authority (SYITA). A partnership approach was highlighted by SYPTE, as distinct from franchising (described then as Quality Contracts). The</p>

	<p>case made for partnership which persuaded SYITA to adopt was, in summary, that the benefits of franchising could be largely realised via a Partnership and delivered more immediately.</p> <p>Importantly it was suggested this could be done without the risk associated with franchising in terms of local authorities bearing the revenue risk arising from setting fares.</p> <p>There was also the wider possibility of ultimate failure to meet the public interest test stipulated by the 2008 Transport Act for franchising. This subsequently transpired in Tyne and Wear centred North East Combined Authority (NECA).</p>
2.19	<p>The benefits of franchising, in summary according to the Urban Transport Group that failed to persuade Members, were seen as</p> <ul style="list-style-type: none"> • Opportunity to “pool” the various funding pots in order to maximise benefits of investment • Better co-ordination between modes – bus, tram (and train) to operate as a single network rather than competing • Smart ticketing and single livery makes to ease of use by travelling public
2.20	<p>SYITA accepted that the benefits attributed to franchising could be largely delivered sooner by a binding, quasi legal Voluntary Partnership Agreement (VPA) with operators. Thus the Sheffield Bus Partnership was launched in October 2012, with similar partnerships subsequently rolled out in Rotherham, Doncaster and Barnsley.</p>
	<p><u>The evolution of SBP</u></p>
2.21	<p>Following the VPA initiated for five years in October 2012, a series of Qualifying Agreements allowed collaboration on key bus routes in the city. Operators joined up their timetables to create more even headways (gaps between scheduled arrival times) and reduce frequency on “over-bussed” corridors. The “saved resource” surplus was redistributed, with partner agreement, to increase frequencies in other areas of the city. This created better network coverage, something akin to the whole system approach taken under franchising.</p> <p>Some of the surplus was also used to cut multi-operator ticket prices, which remain some of the cheapest in the country. This in turn brought a cut in the price of operator-specific tickets. The reduction in fares alongside overall improvement in services was understandably well-received by the travelling public. It helped secure a period of public goodwill, notwithstanding some “teething” troubles that inevitably arise with a major service change.</p>
2.22	<p>Due to reported pressures by operators, SBP agreed proposals to seek additional saved resource from Sheffield’s bus operation in 2015. This resulted in a recast of the network.</p> <p>By the time of implementation, in the run up to Christmas 2015,</p>

	<p>patronage was falling, a reversal of the rise during the first phase of the Partnership. The downward trend continues as the SBP nears its second successive one year renewal of the VPA.</p> <p>The 2015 changes resulted in public petitions to Council in December and subsequent consideration by Scrutiny in March 2016. The Committee also reviewed the performance of SBP at its meeting in July that year.</p> <p>There has been further criticism from Members of SBP's performance, including during the most recent service changes and a robust defence from operators, especially Stagecoach who have publicly raised their concerns about the impact of congestion on their services.</p>
2.23	<p>The other key driver of improvements for the Partnership was the Better Bus Area (BBA) initiative, a Government policy designed to promote economic growth and reduce emissions by improving bus services for passengers. SYPTE developed and submitted a bid for funding on behalf of partners to enable Sheffield to become the first BBA in the country.</p> <p>In February 2013 a Department for Transport (DfT) grant of £18.3 million was confirmed to improve bus services and related information across Sheffield. The grant combined monies already paid directly to bus operators – Bus Services Operator Grant (BSOG, effectively a fuel duty rebate) – with new funding to improve bus services and traffic management. BSOG was effectively foregone by the operators and paid as part of the BBA grant to SYPTE instead.</p> <p>A top-up payment of £1.6 million per annum for four years was agreed to, in principle, although the payment could not be promised more than one year at a time.</p> <p>After planning a number of interventions likely to generate more benefit to operators than the existing BSOG payments, SYPTE and most of the bus operators agreed to phasing out the payment over five years, covering the initial lifespan of the VPA. In effect this pretty much replaced the traditional Local Transport Plan funding for bus improvement schemes, as that funding stream was reduced further by Government cuts.</p>
2.24	<p>The BBA programme, which is coming to a close around a year behind schedule, covered</p> <ul style="list-style-type: none"> • Key Bus Route (KBR) improvements – large scale interventions on key routes to/from Sheffield city centre (A61 Penistone Road, A61 Chesterfield Road, A6135 Barnsley Road, B6388 Gleadless Road) including new bus lanes, clearways, raised kerbs at bus stops, tactile paving and RIDS at key junctions. • Hotspot Improvements at locations where buses are regularly delayed • Real-time information displays (RIDS) • Audio-Visual equipment Installation (120 route) • Integrating bus real time information and surveillance at Urban Traffic Control (UTC) to ensure priority for clusters of

	late-running buses
2.25	<p>Evidence suggests that BBA interventions contributed to improved journey reliability and speed on those corridors treated. However, it is probably fair to say that although SBP has not achieved its targets in terms of patronage, without this significant investment, decline would have been worse.</p> <p>It should also be noted that the continued pressures on revenue budgets saw capacity reduced at both Sheffield Council and SYPTE, creating difficulties in terms of medium and longer term planning of such interventions.</p> <p>There has been no successor to the Better Buses programme of improvements beyond the end of the first five year VPA in 2017. Some prospects are now pinned on securing support from the Transforming Cities fund to help pay for actions that will be developed by SCC and SYPTE.</p>
2.26	<p>A range of factors are acknowledged for the decline in people travelling by bus. Some of them are objective ones -- demographic and societal changes beyond the control of any player in the field. So, more people are working and shopping from home, and there is a drop in the numbers qualifying for ENCTS partly because of the population's changing age profile.</p> <p>There is also an increase in car ownership overall as people at the older end of the age spectrum who never learned to drive, or never owned a car, are replaced by households where car ownership has been the norm.</p>
2.27	<p>Advocates of franchising often cite London as a model to follow, although buses there were never de-regulated and have enjoyed significant investment, especially since introduction of congestion charging. This resulted in growing bus patronage as distinct from the rest of the UK, albeit with one or two notable exceptions. Bus use in London is now falling for the first time in many years as investment levels fall back.</p>
2.28	<p>It is not consistent with our Transport Strategy to “manage decline” in public transport. Rather mass transit needs to play a growing role in order to increase its modal share. Significant investment will be needed to create more continuous priority on public transport corridors for journey times to become competitive with the car. High quality, non-polluting vehicles provide the kind of service which can at once reduce pollution and carry the share of journeys envisaged in a growing city.</p>
	<u>The future for SBP</u>
2.29	<p>A question which needs to be answered is to what extent are we dealing with objective as opposed to subjective factors in seeking to reverse patronage decline? For example, as Highway Authority, we</p>

	<p>can determine the degree of priority on street for buses and so minimise the impact of congestion. The Transport Strategy proposes that precise action of this sort is needed.</p> <p>The price and quality of bus services are largely down to operators, although the relative decline in the cost of motoring (the fuel duty escalator having been abandoned in 2000) is not.</p>
2.30	<p>There is a complex ticketing and network picture in Sheffield. Despite the multiplicity of tickets, a large number of single fares are still purchased with cash on bus. This has a consequence for boarding times. Operators recognise the need to reduce cash transactions for a variety of reasons and are taking steps to do so. Progress has been made with contactless payments.</p> <p>The reality of increased bus journey times has been spelled out elsewhere – every increase leads to a loss of passengers, a downward trend which has defined the bus market in most of the UK for decades.</p>
2.31	<p>There is no local “Oyster” style smartcard equivalent, as on the franchised London public transport network where passengers are charged for the journeys they make regardless of how occasional use may be. The system also caps daily charges across transport modes. In sum, it automatically ensures that the public travels on the best value ticket available.</p> <p>It also helps capture revenue without the penalty passengers may suffer when they buy a smartcard and load time-limited operator / multi operator tickets on to it. The flexible Oyster card probably fits better with future patterns of use, where people work and shop from home thus removing the need to make 8 or 9 journeys a week – the threshold at which Sheffield’s period ticket range (weekly, monthly) becomes value for money.</p>
2.32	<p>Consistent with our evidence based approach, more research is needed to assess the extent to which the Sheffield Bus Partnership has succeeded on its own terms – in other words the targets which were set in 2012. The “step change” the Strategy proposes is that public transport needs to be as easy to use as cars, in order to attract people. The action set out in the Strategy is to work with SCR on a wide-ranging review to establish the optimum operating, business and regulatory model required to make public transport fit for such a purpose. More work needs to be done to understand if the case made by SYPTTE five years ago still applies today in the light of the Bus Services Act 2017.</p> <p>To what extent do the key arguments still hold true? For example, how far has the new Act “de-risked” franchising for local authorities? Does the Act’s provision for “enhanced” Partnership mean this remains a beneficial option? What are the implications of a franchised model for Sheffield alone as opposed to the whole City Region?</p>

	Future sustainable travel implications – Public transport (2): Supertram
2.33	<p>Supertram is the flagship public transport system in Sheffield. It tends to be popular with the travelling public and moves significant numbers of people to and from the city centre in a space efficient, non-polluting and high quality manner. As such it is central to the Sheffield Transport Strategy which makes both securing and expanding the current network a priority.</p> <p>It also underpins the assumptions around the options for growth that help in identifying potential future development sites for the Sheffield Plan. It is one of the components of the range of types that make up the “mass transit” element of both SCC’s and SCR’s Transport Strategies along with heavy rail, tram train and bus rapid transit.</p>
2.34	<p>The Sheffield Supertram system is operated by Stagecoach under a concession granted by SYPTE in 1997 and until 2024. Under this arrangement Stagecoach assumed responsibility for the operation and maintenance of the network. Ownership of the asset remains with SYPTE who are contractually obliged to undertake re-railing. Essential works were completed between 2012-15 and contracts for further re-railing work were awarded in May 2018. Additional extensive renewal of the wider Supertram asset – signalling, communications, power supply and vehicles – is also required to secure the system for another generation.</p>
2.35	<p>SYPTE were granted funding from DfT to develop an Outline Business Case (OBC) to secure the system beyond 2024, due to be presented in the first half of 2019. The costs are forecast to be in excess of £200m and the OBC funding is conditional upon considering all options including closure of the network – a cost which would need to be borne locally.</p>
2.36	<p>SYPTE has therefore recently launched a public consultation on the future of Supertram. This follows the 2016 consultation ahead of securing OBC funding. Sheffield Council intends to make a submission spelling out the necessity of securing the tram network and its potential expansion to aid sustainable development in the future.</p>
2.37	<p>Light rail is capital intensive in that it requires regular maintenance and periodic renewal. Under the present system Stagecoach take the revenue risk and have been able to return a regular annual dividend to their shareholders. This reduces the funds available to invest in the network.</p> <p>During the period of the Stagecoach concession, Nottingham has created a tram system from scratch and Manchester has significantly expanded its network. Sheffield’s network has not expanded, although tram train to Rotherham is belatedly due to launch imminently.</p> <p>The current franchise ends in 2024. As part of further Transport Strategy work the future operating model will need to be considered as</p>

	part of a wider understanding as to how future costs associated with the network are to be met.
2.38	<p>There is also a reality that Supertram patronage has fallen in recent years, coincident with the major re-railing work already undertaken. During these works, replacement bus services were provided for passengers. One conclusion may be that some people did not want to use a bus, even for part of their journey, and found an alternative way to travel and did not return to tram.</p> <p>Clearly any decline in patronage contributes to a squeeze on the viability of tram and makes the prospects for extension of the system more distant.</p> <p>The Strategy is clear that mass transit – whether tram, train or rapid bus (limited stop, high quality vehicles) – is essential to the functioning of Sheffield as a successful city. Seeing tram as part of this “mix”, the wider Metro style network that operates as a single unit with cross ticketing and a simple fares structure makes good sense if public transport is to be an attractive enough option to reverse patronage decline.</p>
2.39	<p>Finally, it is worth acknowledging escalating cost of implementing light rail projects in Britain and the cost and delays in bringing tram-train into operation locally. Both suggest that despite the apparent popularity of tram with the travelling public, there is a high price to be found and a significant wait if we wish to have a public transport of this quality in the future. In delivering mass transit, the most appropriate solution – whether train, tram, Bus Rapid Transit – will need to be considered.</p>
	Active travel: cycling (with reference to the 2014 cycling inquiry)
2.40	<p>Taking our lead from the All Party Parliamentary Cycling Group’s 2013 report, Sheffield conducted its own Cycling Inquiry. This drew evidence from a wide range of groups and individuals, not just those with an active interest in cycling. The Inquiry produced a report which was agreed by the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee in February 2014.</p>
2.41	<p>The Inquiry report endorsed the Get Britain Cycling target to increase cycle use nationally to 10% of all journeys by 2025 and 25% in 2050, although this was not subsequently adopted by government. It made 19 recommendations encompassing strong leadership, infrastructure and getting people cycling. Achievement of these was conditional upon the necessary funding being made available.</p>
2.42	<p>A South Yorkshire Cycle Action Plan setting out a strategic sub regional network was drawn up which subsequently helped inform the ongoing production of the SCR Local Cycling and Walking Infrastructure Plan (LCWIP). In order to deliver a step change in cycling in Sheffield in line with the aspirations of the Sheffield Transport Vision, it became clear that an integrated approach to wider</p>

	<p>transport was required and aligned within the broader strategy. The Strategy outlines our approach to deliver a coherent and comprehensive network, as recommended by the Inquiry.</p>
2.43	<p>Meanwhile, as part of SCR, Sheffield is among the first tranche of cities to develop an (LCWIP) with support from the DfT. This is currently being developed during 2018/19. The Transport Strategy has also made use of the DfT's new cycling propensity tool to model where uptake of cycling is most likely, in line with the LCWIP development, taking into account distance and topography. On this basis it proposes to prioritise improvements in areas where there is the greatest opportunity for short cycling trips, principally to the city centre, to replace car journeys and thus relieve congestion.</p> <p>The first priority identified is connecting the Broomhall, Highfield, Sharrow and Nether Edge areas, informally known as the "Brincliffe Wedge". Other priority areas are the Upper Don corridor linking to Middlewood, Wadsley Bridge, Southey Green and Parson Cross; around the Darnall, Attercliffe, Greenland and Handsworth area to Meadowhall and the Advanced Manufacturing Park and in the Mosborough townships to connect with stops on the blue Supertram line.</p>
2.44	<p>The Strategy adopts the proven "sustainable safety" approach, including segregation where the volume or nature of traffic necessitates it and reallocation of highway space. It draws on best practice from the Netherlands to design the type of infrastructure that has succeeded in creating the conditions for cycling levels that are consistent with "going Dutch" (570% above the 2015 levels). Area wide interventions are deemed necessary to provide for the journey door-to-door including local trips to schools and services.</p>
2.45	<p>A level of locally based concern is anticipated, as might be expected when delivering change on this scale. For example, arising from an early component of the "Brincliffe Wedge" scheme there have been objections to the changes in traffic management, including making Broomhall Road one way. This was necessary for a new route connecting Sheffield Hallam University's Collegiate Campus (off Ecclesall Road) with the city centre. People may need to travel further to access the wider road network and parking space may be curbed. Difficult decisions ensue for Members if we are to achieve growth that is of wider benefit to the city, not only for those directly impacted but for the city as a whole. Members may understandably wish to strike the right balance between the two imperatives.</p>
2.46	<p>There is also a risk that significant amounts of officer time are devoted to engagement from the limited resources available. The Parking Strategy highlights this issue and suggests that a legal minimum consultation rather than full engagement may be adopted in certain circumstances. For certain schemes particularly where behavioural and lifestyle change needs to be adopted, further or fuller engagement will need to be considered as part of scheme development.</p>

3.0	What does this mean for the people of Sheffield?
3.1	<p>There is widespread and growing recognition that infrastructure shortcomings are impeding the development of Britain's economy and that the imbalance between the south-east of England and the regions is not good for either. Locally, there is a community of interest around the need for sustainable development between Sheffield Council and SCR as local authorities along with key stakeholders who also have wider concerns about the environment and inclusive growth.</p> <p>The Strategy sets out a clear direction for the approach that we wish to take. The ambition set out is high, whilst current funding curbs create real limitations.</p>
3.2	<p>In order to make this kind of change people, businesses, community and media in Sheffield ideally need to be actively engaged with shaping the process.</p> <p>Active engagement is also important given the need for a local revenue stream to help draw down the funding from Government for future transport schemes.</p> <p>This will form part of feedback on the Strategy as we seek adoption by Members. Buy in from politicians and opinion formers will be invaluable. If the benefits of a sustainable transport strategy are more fully understood then so will the seeming inconvenience, disruption, costs and set-backs that inevitably accompany ambition of this scale.</p>
3.3	
4.0	Recommendations
4.1	<p>The Committee is asked to consider the contents of this report and the transition that will be necessary to deliver the Transport Strategy. Views on the following would be particularly useful</p> <ul style="list-style-type: none"> • Measures necessary to ensure sustainable travel modes are fit for purpose to play their full role in the Strategy • Considerations of how wider ambition sits alongside the more local considerations as transport schemes are implemented.



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee Wednesday 24th October 2018

Report of: Policy and Improvement Officer

Subject: Draft Work Programme 2018/19: Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

Author of Report: Alice Nicholson, Policy and Improvement Officer
alice.nicholson@sheffield.gov.uk
 0114 273 5065

The current work programme for 2018/19 is attached at Appendix 1 for the Committee's consideration and discussion. Appendix 2 provides for information a log of the issues looked at by Economic and Environmental Scrutiny and Policy Development Committee in 2015/16, 2016/17 and 2017/18.

The work programme has been updated items identified at the 26th September meeting of the Committee have been added. The Committee is encouraged to consider prioritisation for 'possible items to be prioritised and scheduled' or additional items in line with the sections of this report that refer to role of scrutiny, determining the work programme.

Where an issue is not appropriate for inclusion on a meeting agenda, but there is significant interest from members, the Committee can choose to request a written briefing.

Type of item: The report author should tick the appropriate box

Reviewing of existing policy	
Informing the development of new policy	
Statutory consultation	
Performance / budget monitoring report	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Community Assembly request for scrutiny	
Call-in of Cabinet decision	
Briefing paper for the Scrutiny Committee	
Other	X

The Scrutiny Committee is being asked to:

- Consider and discuss the committee's work programme for 2018/19
- Prioritise and agree the work programme

Background Papers: [Sheffield Council Constitution](#)

Category of Report: OPEN

Draft Work Programme 2018/19: Economic and Environmental Wellbeing Scrutiny Committee – Wednesday 24th October 2018

1.0 What is the role of Scrutiny?

- 1.1 Scrutiny Committees exist to hold decision makers to account, investigate issues of local concern, and make recommendations for improvement. The Centre for Public Scrutiny has identified that effective scrutiny:
- Provides ‘Critical Friend’ challenge to executive policy makers and decision makers
 - Enables the voice and concern of the public and its communities
 - Is carried out by independent minded governors who lead and own the scrutiny process
 - Drives improvement in public services and finds efficiencies and new ways of delivering services
- 1.2 Scrutiny Committees can operate in a number of ways – through formal meetings with several agenda items, single item ‘select committee’ style meetings, task and finish groups, and informal visits and meetings to gather evidence to inform scrutiny work. Committees can hear from Council Officers, Cabinet Members, partner organisations, expert witnesses, members of the public. Scrutiny Committees are not decision making bodies, but can make recommendations to decision makers. Also available to members is the Call-In of decisions to the appropriate Scrutiny Committee.

2.0 Determining the work programme

- 2.1 Attached to this report at Appendix 1 is a draft work programme 2018/19. this includes provisionally scheduled agenda items, a list of possible items to be prioritised and scheduled. The Committee is encouraged to consider prioritisation for ‘possible items to be prioritised and scheduled’ or additional items in line with the sections of this report that refer to role of scrutiny, determining the work programme. For information a log of topics over recent years is attached at Appendix 2.
- 2.2 It is important the work programme reflects the principles of effective scrutiny, outlined above at 1.1, and so the Committee has a vital role in ensuring that the work programme is looking at issues that concern local people, and looking at issues where scrutiny can influence decision makers. The work programme remains a live document, and there will be an opportunity for the Committee to discuss it at every Committee meeting, this might include:
- Prioritising issues for inclusion on a meeting agenda
 - Identifying new issues for scrutiny
 - Determining the appropriate approach for an issue – e.g. select committee style single item agenda vs task and finish group
 - Identifying appropriate witnesses and sources of evidence to inform scrutiny discussions
 - Identifying key lines of enquiry and specific issues that should be addressed through scrutiny of any given issue.

- 2.3 Members of the Committee can also raise any issues for the work programme via the Chair or Policy and Improvement Officer at any time.

3.0 Meeting Dates 2018/19

- 3.1 Meetings have been scheduled for Wednesdays 5-8pm on the following dates:

- *18th July 2018*
- *26th September 2018*
- 24th October 2018
- 28th November 2018
- 30th January 2019
- 27th March 2019

4.0 Recommendations

- 4.1 The Scrutiny Committee is being asked to:

- Consider and discuss the committee's work programme for 2018/19
 - Prioritise and agree the work programme
-

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

DRAFT WORK PROGRAMME 2018/19

Last updated: 11th October 2018

Please note: the work programme is a live document and so is subject to change.

E&EWB			
Topic	Reasons for selecting topic	Lead Officer/s	Agenda Item/ Briefing paper
<i>Wednesday 18th July 5-8 pm - postponed</i>			
<i>Place Portfolio, scene setting and strategic priorities</i>	<i>Scene set on Place priorities and to assist in determining the committee's work programme</i>	<i>Laraine Manley, Executive Director, Place</i>	<i>Agenda Item</i>
<i>Draft Committee work programme 2017/18</i>	<i>consideration of a draft work programme for Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 2018-19, including dates of meetings for year</i>	<i>Policy and Improvement Officer</i>	<i>Agenda Item</i>
<i>Wednesday 26th September 6:15 - 8pm</i>			

<p><i>City Centre development and growth - Heart of the City II</i></p>	<p><i>An update on Heart of the City II, including a look at national changes in retail picture and how this scheme responds to these.</i></p>	<p><i>Mazher Iqbal, Cabinet Member for Business and Investment; Nalin Seneviratne, Director, City Centre Development; Queensbury, Strategic Development Partner</i></p>	<p>Agenda item</p>
<p><i>Draft Committee work programme 2017/18 - rescheduled from 18th July</i></p>	<p><i>consideration of a draft work programme for Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 2018-19, including dates of meetings for year</i></p>	<p><i>Policy and Improvement Officer</i></p>	<p>Agenda Item</p>
<p>Wednesday 24th October 5-8pm</p>			
<p>Sheffield’s Transport Strategy 2018-35: sustainable travel options assessment (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry)</p>	<p>1. Public Transport e.g. Supertram – its place in Sheffield Transport Strategy; 2. Buses e.g. Sheffield Bus Partnership – now in year on year rolling programme, what would Sheffield CC like the future to be for the partnership as driven by our transport strategy; 3. Cycling - including Sheffield Cycling Inquiry – 4 years on progress review/update</p>	<p>Jack Scott, Cabinet Member for Transport and Development; Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure, Greg Challis, Senior Transport Planner</p>	<p>Agenda Item</p>
<p>Sheffield Bus Partnership</p>	<p>SYPTE - going forward and operational perspective</p>	<p>Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive (SYPTE)</p>	<p>Agenda Item</p>

Supertram update	SYLTE - going forward, future operational picture, including consultation out at the moment and responding to headlines in recent press	Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive (SYLTE)	Agenda Item
Ideas and Ambitions of Avenues to Zero for the community	For information: an update following call-in of the individual Cabinet Member decision on the Disposal of Property at Mount Pleasant, Sharrow Lane	For information only	Briefing Report
Work programme 2017/18		Policy and Improvement Officer	Standing Item
Wednesday 28th November 5-8pm			
12 month implementation review of Changes to Environmental Maintenance Services	The Committee requested this on 2nd November 2017 following Call-In of Leader's decision of 10th October 2017 - Cabinet agreed 15.11.2017	Lead officer - Phil Beecroft	
Work programme 2017/18		Policy and Improvement Officer	Standing Item
Wednesday 30th January 5-8 pm			

Work programme 2017/18		Policy and Improvement Officer	Standing Item
Wednesday 27th March 5-8 pm			
Scrutiny Annual Report 2018/19 Draft Content & Work Programme 2019/20	This report provides the Committee with a summary of its activities over the municipal year for inclusion in the Scrutiny Annual Report 2018-19; and a list of topics which it is recommended be put forward for consideration as part of the 2019-20 Work Programme for this committee.	Policy and Improvement Officer	Agenda Item
Possible items to be prioritised and scheduled			
Draft Sheffield Plan - Public Consultation	Look at the consultation programme for the draft Sheffield Plan, the first in a series of opportunities for the Committee to consider this draft development plan for the city - TBC when	Jack Scott, Cabinet Member for Transport and Development; Rob Murfin, Chief Planning Officer	Agenda Item
Draft Sheffield Plan - Content	Consideration of the draft development plan as published for consultation July 2018 - TBC when	Jack Scott, Cabinet Member for Transport and Development; Rob Murfin, Chief Planning Officer	

City Centre development and growth sites - Part two	A walking tour and debrief meeting taking in key locations: Part two - Sheffield City Centre Plan post consultation	Mazher Iqbal, Cabinet Member for Business and Investment; Edward Highfield, Tammy Whitaker	
Skills (Strategy)	Pre policy development - upskilling and employability: what are the barriers, what works, prompt the questions on the outcomes and potential tools required	Jayne Dunn, Cabinet Member for Education and Skills	
Streets Ahead Highways Maintenance Contract	Post Investment Period - look at performance (delivery), contract implications, future programme; People's Audit - <i>"to ensure better planning, performance and transparency of the PFI contract"</i> (Helen McIlroy)	Lewis Dagnall, Cabinet Member for Environment and Streetscene; Lead contract officer; Director/Head of Service (Paul Billington/Phil Beecroft); People's Audit (Helen McIlroy)	schedule for November?
Climate Change - Flooding	<i>Protecting Sheffield from Flooding</i> and beyond, environmental impact and climate change	to be scoped	
Green City Strategy	One of a range of Sheffield growth, placemaking, environment plans and strategies	to be scoped	
Air Quality - SCC strategy and national draft Clean Air Strategy - consultation	connectivity with national draft strategy in the basket of growth, placemaking, environment plans and strategies	Clean Air for Sheffield - Cabinet Decision	

Transport Strategy: See 24th October 2018 agenda item - <i>Sheffield's Transport Strategy 2018-35: sustainable travel options assessment (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry)</i>	<i>One of a range of Sheffield growth, placemaking, environment plans and strategies - post consultation and schemes</i>	<i>Included in 24th October agenda item</i>	
Sheffield City Council Cycling Inquiry: See 24th October 2018 agenda item - <i>Sheffield's Transport Strategy 2018-35: sustainable travel options assessment (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry)</i>	<i>Review of cycling strategy and action in Sheffield - four years on from cycling inquiry</i>	<i>Included in 24th October agenda item</i>	
Recycling Rates/opportunities (Climate Change - city resilience)	Possible topic to be explored - link to Green City & Sustainability	to be scoped	
<i>Planning Applications - ward members</i>	<i>Originally raised with other planning service matters - carried forward to 2017/18 to be scheduled list - now also relationship to City Growth - could be wider role of planning brief from Director of City Growth/ Chief Planning Officer</i>		<i>Briefing Paper</i>
Sheffield City Region Mayoral Combined Authority & LEP	Proportionate Local Authority scrutiny of Sheffield City Region; E.g. mayoral combined authority (Transport) and the LEP (Strategic Economic Plan); SCR Mayor priorities	Leader	
University role in the economy - University of Sheffield and Sheffield Hallam University	Sheffield as a university city brings added value to the economy - what are the impacts; as a city is there more we need to do?		

<i>Health & Employment</i>	<i>TBC - a potential crossover with Health and Adult Social Care Committee - a look at what is in place in Sheffield; consider activity and programmes aimed at supporting people with health conditions into work. What is working well, what can we do more of?</i>		
Inclusive and Sustainable Economy	Follow on from update on RSA - Inclusive and Sustainable economy is a Sheffield City Partnership Board priority - framework launched 11th October 2018	Sheffield City Partnership Board	
Heritage Strategy	Update on a coherent approach to heritage		
Other - briefing paper for information update - Committee requests 2017/18			
Western Road War Memorial Trees	What information, documents have been made publicly available? Request of Committee September 2017 - in respect of potential Freedom of Information requests.	Lead Officer - Paul Billington/Phil Beecroft	Briefing Paper
China Economic and Civic Programme	outcome on: assessing the possibility of a University student undertaking a qualitative piece of research in terms of assessing how the Council was performing; explore with Silverdale School, the School's current contact with China; briefing in respect of the preliminary work undertaken in this programme	Lead Officer - Edward Highfield	Briefing Paper

Parking Strategy	usage, occupancy rates and prices for each of the Park and Ride sites in the City	Lead Officer - Mick Crofts	Briefing Paper
Implications for Sheffield of the vote to leave the European Union (Brexit) update	how many families were likely to be affected by immigration status	Lead Officer - James Henderson/Laurie Brennan	Briefing Paper
Support for Small Business in Sheffield	Update on a conversation on policy direction, including changing how businesses view the Council, as well as practical measures such as the sending of Business Rate relief forms with the Business Rate statements, and making Housing and Council Tax Benefit application forms more appropriate for employees of SMEs	Lead Officer - Kevin Bennett	Briefing Paper

Economic and Environmental Scrutiny and Policy Development Committee Log of Topics – 2015/16, 2016/17, 2017/18		
Topic	Year	Month
Leader's Decision on the Proposed Disposal of Walkley Library	2015/16	July
Waste Management - Assisted Collection Policy Review	2015/16	September
Streets Ahead Project - Winter Review	2015/16	September
Private Sector Housebuilding - report back from Cabinet Member & officers	2015/16	November
Broadband and Economic Development	2015/16	December
Sheffield Money - written briefing	2015/16	December
Future Role of City Centre - follow up	2015/16	February
Bus Services in Sheffield - petitions	2015/16	March
Sheffield Bus Partnership (SBP) review	2016/17	July
Bus Services Bill – briefing	2016/17	October
Business Rates	2016/17	October
Inclusive Growth	2016/17	October
Protecting Sheffield from flooding	2016/17	November
Economic Landscape Task Group draft scope	2016/17	November
Call In of Cabinet Decision: China Economic and Civic Programme Update - special	2016/17	December
Implications for Sheffield of the vote to leave the European Union (commonly referred to as Brexit)	2016/17	January
Western Road First World War Memorial Trees - task and finish cross party working group (committee group)	2016/17	January
Waste Services Review: Consideration of Delivery Solutions for Waste Services - Call In of Cabinet Decision 18th January 2017	2016/17	February
Economic Landscape - evidence session 1	2016/17	February
Economic Landscape - evidence session 2	2016/17	April
Sheffield Retail Quarter – update briefing for information	2016/17	April
Western Road First World War Memorial Trees - task and finish cross party working group report and recommendations - special	2016/17	May
Non-City Centre Parking Developments (Call-In of ICM)	2017/18	July
Western Road First World War Memorial Scrutiny Task and Finish Working Group draft report and recommendations (<i>Special meeting - 27th July</i>)	2017/18	July
Western Road First World War Memorial - verbal Cabinet response to committee recommendations	2017/18	September

Response to public questions on Western Road War Memorial committee report and recommendations	2017/18	September
Changes to Environmental Maintenance Services (Call-In of Leader's Decision) (<i>2nd November</i>)	2017/18	November
Sheffield Retail Quarter – Heart of the City Phase 2 - update	2017/18	November
Protecting Sheffield from flooding - Programme Update	2017/18	November
Retaining World Snooker Championships in Sheffield	2017/18	November
China Economic and Civic Programme Update	2017/18	December
Small Businesses in Sheffield	2017/18	December
Green City Strategy, including Transport Vision and Clean Air Strategy	2017/18	January
FOR INFORMATION: Western Road First World War Memorial Committee Recommendations - formal response from Cabinet	2017/18	January
Follow up to implications for Sheffield of vote to leave the European Union (Brexit)	2017/18	March
Disposal of Property at Mount Pleasant Sharrow Lane Sheffield (Call-In of ICM)	2017/18	March
Scrutiny Annual Report 2017-18 Draft Content & Work Programme 2018-19	2017/18	March

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Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee on 24th October 2018

Report of: Executive Director Place

Subject: **INDIVIDUAL CABINET MEMBER DECISION ON THE DISPOSAL OF PROPERTY AT MOUNT PLEASANT, SHARROW LANE - UPDATE**

Author of Report: Tammy Whitaker, Head of Regeneration and Property Services

Summary: At its meeting of the 14th March the Economic and Environmental Wellbeing Scrutiny Committee considered the Individual Cabinet Member decision on the disposal of Property at Mount Pleasant, Sharrow Lane. The Committee agreed to take no action in relation to the called-in decision, but requested that the Cabinet Member for Finance and the Chair of the Scrutiny Committee meet with representatives of Avenues to Zero, at the earliest possible opportunity, to explain to them, more fully, the underlying reasons behind the Individual Cabinet Member Decision. This report provides an update to members of the committee on the outcome of that meeting.

Type of item: The report author should tick the appropriate box

Reviewing of existing policy	
Informing the development of new policy	
Statutory consultation	
Performance / budget monitoring report	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Call-in of Cabinet decision	
Briefing paper for the Scrutiny Committee	X
Other	

The Scrutiny Committee is being asked to:
To note the contents of the report.

Background Papers:

Minutes of the Economic and Environmental Wellbeing Scrutiny Committee 14th March 2018

Category of Report: OPEN

Report of the Executive Director Place

CALL-IN OF THE INDIVIDUAL CABINET MEMBER DECISION ON THE DISPOSAL OF PROPERTY AT MOUNT PLEASANT, SHARROW LANE

1. Introduction/Context

- 1.1 At its meeting of the 14th March the Economic and Environmental Wellbeing Scrutiny Committee considered the Individual Cabinet Member decision on the disposal of Property at Mount Pleasant Sharrow Lane. The Committee agreed to take no action in relation to the called-in decision, but requested that the Cabinet Member for Finance and the Chair of the Scrutiny Committee meet with representatives of Avenues to Zero, at the earliest possible opportunity, to explain to them, more fully, the underlying reasons behind the Individual Cabinet Member Decision. This report provides members of the committee with an update on the outcome of that meeting.

2. Main body of report, matters for consideration, etc

- 2.1 Following the Committees decision on 14th March, a meeting was held on the 9th April 2018 at the Town Hall Sheffield to provide detailed feedback to Avenues to Zero. Attendees at the meeting were Jonny Douglas and Penny Raven of Avenues to Zero, and Cabinet Member for Finance, Chair of the Economic and Environmental Wellbeing Scrutiny Committee, Local Councillors (Cllr Jim Steinke, Cllr Douglas Johnson and Councillor Mohammed Maroof) and the Head of Property Services.
- 2.2 At the meeting the Avenues to Zero team were provided with detailed feedback on why their bid had been unsuccessful. In addition the Cabinet member for Finance reiterated that the Council recognised that there were some good ideas in the bid from Avenues to Zero and that it would be willing to explore whether there were other sites which would be suitable to develop some of their ideas. The Avenues to Zero team were provided with information of the sites the Council currently has available for disposal.
- 2.3 Since the meeting further discussion has been held between the Cabinet Member for Business and Investment, the Castlegate Programme Director and representatives of Avenues to Zero to explore whether some of the ideas put forward by Avenues to Zero could be developed in the Castlegate area. However Avenues to Zero have not pursued this beyond the initial discussion.

3. Recommendation

- 3.1 The Committee is asked to note the content of this report.