

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Wednesday 28 November 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
28 NOVEMBER 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 - 14)
To approve the minutes of the meeting of the Committee held on 24th October, 2018
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Sheffield's Clean Air Zone Proposal** (Pages 15 - 40)
Report of the Policy and Improvement Officer
- 8. Sheffield's Transport Strategy 2018-35 - Assessing Sustainable Travel Options - The Role of Cycling** (Pages 41 - 58)
Report of the Head of Strategic Transport and Infrastructure
- 9. Update on the Environmental Service Changes Introduced in April 2018** (Pages 59 - 66)
Report of the Executive Director, Place
- 10. Work Programme 2018/19** (Pages 67 - 76)
Report of the Policy and Improvement Officer
- 11. Date of Next Meeting**
The next meeting of the Committee will be held on Wednesday, 30th January, 2019, at 5.00 pm, in the Town Hall

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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 24 October 2018

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

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1. APOLOGIES FOR ABSENCE

1.1 No apologies for absence were received.

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 Items 7 (The Future of Supertram), 8 (Update on the Sheffield Bus Partnership) and 9 (Sheffield Transport Strategy 2018-34 – Assessing Sustainable Travel Options [Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry]), Councillor Neale Gibson declared a personal interest as Cabinet Advisor for Transport and Development, and opted not to speak on any of the items.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 26th September 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. THE FUTURE OF SUPERTRAM

6.1 The Committee received a presentation from Ben Gilligan (Director of Public Transport, South Yorkshire Passenger Transport Executive [SYPT]) on the future of Supertram. Also in attendance for this item were Councillor Jack Scott (Cabinet Member for Transport and Development), Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Greg Challis (Senior Transport Planner).

6.2 Ben Gilligan reported on the history and context of Supertram, and referred to recent updates with regard to the system. He referred to the tram patronage from 2004/05 to 2017/18, and reported on the receipt of funding from the Department for

Transport towards the production of an Outline Business Case regarding the future of the existing Supertram network, which was expected to be submitted in 2019. The key issues under consideration related to asset condition and renewal, the size and shape of the network, and the role it played in the broader transport network. Mr Gilligan concluded by referring to the consultation on the Outline Business Case, which would run for a six-week period, ending on 5th November 2018.

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

- The reduction of around two million passenger journeys were thought to have been due to inefficiencies in the timetable and people moving to use other forms of public transport.
- Whilst Stagecoach operated the Supertram network, and the SYPTE owned the assets, the SYPTE did not receive any income from Stagecoach, with Stagecoach carrying all the commercial risk. The SYPTE continued to fund various small-scale improvements to the network, such as replacing signal heads.
- Although Stagecoach was able to set aside a provision of £6 million in respect of potential future losses, it was not envisaged that the Company was making large profits from the operation in Sheffield. The Company's accounts were available for inspection on the Company House website.
- All tram stops were now fitted with the Passenger Information System, which allowed for the display of real time information. Whilst there had been a number of technical problems when the system was first introduced, it was now operating considerably better, with the information displayed being around 95% accurate. The original installation of the system had been funded by the SYPTE, with ongoing maintenance costs being funded by Stagecoach.
- The consultation on the Outline Business Case comprised an essential part of the process of selecting a preferred option. The SYPTE had undertaken a large survey around six months ago, particularly targeting non-public transport users, more specifically employers, with the aim of attracting commuters. The results of the survey were very complex, and could be provided to Members on request.
- The survey had been designed to meet the requirements of the Department for Transport funding, therefore, there were restrictions on what could be included without overly complicating the message.
- When bidding for Government funding, there was a need to prove that there would be a return on any investment, as well as a need to show that any expansion/improvements to the system were required. The difficulties in providing such assurances was possibly one of the reasons why Sheffield had not received Government funding to expand the network, unlike Manchester

or Nottingham. A further reason as to why the network was not expanded in the 1990s was due to the fact that, given the extent and cost of the works required, light rail systems could not be funded locally, and the Government, at that time, was not willing to commit funding to such schemes.

- Performance regarding passenger numbers in respect of the Bus Rapid Transit system was exceeding all forecasts.
- It was generally accepted that if there was no tram system in the City, this would result in an increase in the number of car journeys.
- Growth was forecast in the revenue and volumes as part of the Outline Business Case.
- In terms of the age and condition of the current tram fleet, whilst the physical condition and appearance of the trams was reasonably good, there were issues in that the manufacturers of some of the trams' parts, such as the compressors, had become obsolete. This had resulted in the requirement for a considerable amount of work in terms of reverse engineering, and looking at alternative solutions. Following assessment of this work, it had been identified that purchasing new trams would be the most cost-effective option in the long-term.
- There were other examples across the United Kingdom where light rail systems were operated in a similar manner to Sheffield, where a commercial operator ran the network as a concession, such as Croydon.
- The concession to Stagecoach in terms of the operation of the tram network would end on 26th March 2024.
- Stagecoach provided the SYPTTE with data regarding passenger numbers, together with information regarding safety and infrastructure work to the network on a monthly basis.
- The possible provision of a light rail link to Stocksbridge was beyond the scope of the current planned works.
- The issue of allowing cyclists to take their cycles on trams had been debated on a number of occasions. It had been determined that, as there were no suitable storage facilities, this practice would be non-compliant with the legislation that covered tramways, and would potentially result in conflict between cyclists and wheelchair users. Cyclists believe that new trams should have the facility for storing cycles safely, as it was currently being done in Edinburgh, and that there should be a further trial.
- There were no immediate plans to introduce a facility for card payments on trams. It was accepted that it was a gap in the service, particularly now that the facility was available on buses, but it would be up to Stagecoach to decide on this.

- Patronage on the trams was calculated by passenger transactions. It was accepted that this was not always 100% accurate, particularly in that when trams were particularly busy, the conductor was not able to get to all passengers to collect their fare. This has raised the issue as to whether it would be cost-effective having an additional conductor on trams at particularly busy times. This had been identified as a common problem over the last few years, and the patronage figures were not adjusted to take this into account.

6.4 RESOLVED: That the Committee:-

- (a) notes the information reported as part of the presentation, together with the responses to the questions raised; and
- (b) thanks Ben Gilligan, Councillor Jack Scott, Tom Finnegan-Smith and Greg Challis for attending the meeting, and responding to the questions raised.

7. UPDATE ON THE SHEFFIELD BUS PARTNERSHIP

7.1 The Committee received a presentation from Ben Gilligan (Director of Public Transport, South Yorkshire Passenger Transport Executive [SYLTE]). Also in attendance for this item were Councillor Jack Scott (Cabinet Member for Transport and Development), Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure) and Greg Challis (Senior Transport Planner).

7.2 Ben Gilligan reported on the background to the Sheffield Bus Partnership, following its launch in 2012. He reported on the original objectives of the Partnership, and on the Better Bus Area, a key element of the original Partnership, which included a range of capital and revenue schemes, including Penistone Road, Heeley Bottom, improved urban traffic control and audio visual on buses. Mr Gilligan reported on performance, including punctuality and reliability by year, passenger volumes, emissions and key challenges. He concluded by referring to future steps which included, amongst other things, a vehicle retrofit programme, joint regulation of services, simplified fares and tickets, network simplification and enhanced bus priorities.

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

- Whilst the majority of bus drivers were friendly and helpful, there was always going to be a small percentage who were not, despite the efforts of the operators. There had always been a struggle for consistency in terms of drivers providing excellent customer service, and it had been identified that there was a need for more consistent training for drivers, both in terms of their attitudes and knowledge of their routes.
- Capital investment in terms of the bus service was the responsibility of the operators. Whilst it would be ideal to have a fleet of brand new vehicles, the SYLTE was dealing with a number of commercial partners, who had to be

mindful of the costs involved. It was considered that Sheffield had done very well in terms of the £40 million investment in new vehicles since 2012.

- The SYPTE had the responsibility for repairing and replacing bus shelters, and had recently allocated £150,000 for shelter renewals across South Yorkshire (£80,000 in Sheffield), which represented approximately 35 new shelters. It was accepted that there was a need to respond as quickly as possible to deal with damaged bus shelters.
- Monthly punctuality and reliability figures were provided and reviewed at the Bus Partnership Operational Group meetings.
- Problems caused by buses blocking roads, by doubling up, represented a major issue for the Partnership. Consideration was currently being given to having someone in the City Centre to deal specifically with issues such as this, which would, in turn, assist traffic flow. Representatives of the two main bus operators and the Council worked together in the Urban Transport Control Centre, based in the Town Hall, which allowed for dialogue between the two parties.
- Whilst it was accepted that having additional conductors on the buses would make it safer for passengers, as well as helping in terms of fare collection, this would have a major cost impact for the operators, and would be a decision for them to take.
- One of the reasons for the reduction in bus patronage was due to a shift to taxi use, on the basis that it was more flexible in terms of the route, perceived as being safer and, with the ability to book and pay for taxi journeys via an app, it was a lot simpler. Also, if there were a number of people wanting to reach a similar destination, it often worked out cheaper.
- Customer safety was viewed as paramount by the Partnership, and it worked closely with the police, requesting that they target their resources on the tram network where required. The SYPTE was funding a role to co-ordinate activity between transport operators and South Yorkshire Police as part of the TravelSafe Partnership, which was also part-funded by operators.
- The X17 (Sheffield to Barnsley, via Meadowhall) continues to run on the motorway, thereby helping to speed up journey times.
- Drivers were continually reminded about their responsibilities in terms of leaving their engines running (known as idling) whilst waiting at stops. All drivers were measured on this, and questioned on their actions where necessary. The new Euro VI buses, of which there will be 117 next year, and which were fitted with the engine cut-out facility, would help to reduce CO2 emissions.
- The commissioner of the KPMG report “Trends in English Bus Patronage” was the Confederation of Passenger Transport, the industry trade body.

- Following an initial period of growth in terms of passenger volumes, the general trend has been one of decline, driven by the English National Travel Concessionary Scheme (ENCTS) market, with fare-paying passengers having increased, and significant growth noted in child travel. The key factors driving this were changes in employment patterns, reduced need to travel, relative costs of taxis and the increasing prevalence of online shopping. The growth of 1.3 million more fare paying passenger journeys over the lifetime of the Partnership had been driven by the work of the Partnership, specifically with regard to the improved co-ordination of marketing and investment, and low fares.
- Future steps include network simplification, with greater co-ordination, requiring fewer buses, as well as quicker journey times.
- Total bus mileage was down by 10% as a result of efficiencies and measures to reduce city centre bus movements to improve air quality.
- The proceeds from the sale of multi-operator tickets were shared between the bus operators.
- The budget in respect of concessionary travel was underspent last year. This money did not go to the operators, but the SYPTTE identified a number of ways of allocating it to deliver benefits to passengers, including additional support for job seekers.
- The reduction in concessionary journeys disproportionately affected low frequency bus services, which were generally used by more elderly people.
- In terms of the future steps, the reference to the planned joint regulation of services referred to the joint corridors where a number of different operators ran services, and the plan was for one operator to take the lead to organise this route to allow for improved traffic flow and scheduling.
- Around 2015, when the major network change took place, there were a number of issues, such as incorrect vehicle capacity and overcrowding. These issues, together with the network changes and the changes to the national economic position at that time, were all contributing factors to the reduction in bus patronage. The Partnership was continuing to look into this issue, and hopefully would be able to find some answers.
- The Partnership regularly monitored capacity on bus routes, and the operators would make any required changes, such as putting double-deckers on some routes during rush hour, and when children were travelling to and from school. The Partnership had been working closely with the Council, following the withdrawal of the operator, Bright Bus, which operated a number of school services, to look at where extra provision in terms of services was required and the SYPTTE stepped in to fund a number of additional services.

- Bus operators had, and would no doubt continue to experience problems with regard to anti-social behaviour. The Partnership would look into the problems and react where necessary. The operators would only withdraw services where there were particular problems as a last resort. The Partnership would request the police to direct resources to problem areas.

7.4 RESOLVED: That the Committee:-

- (a) notes the information reported as part of the presentation, together with the responses to the questions raised; and
- (b) thanks Ben Gilligan, Councillor Jack Scott, Tom Finnigan-Smith and Greg Challis for attending the meeting and responding to the questions raised.

8. SHEFFIELD TRANSPORT STRATEGY 2018-34 - ASSESSING SUSTAINABLE TRAVEL OPTIONS (SUPERTRAM, SHEFFIELD BUS PARTNERSHIP, SHEFFIELD CYCLING INQUIRY)

8.1 The Committee received a report of the Head of Strategic Transport and Infrastructure on the Sheffield Transport Strategy 2018-34 - Assessing Sustainable Travel Options (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry).

8.2 The report indicated that in July 2018, the Cabinet had endorsed a new long-term Transport Strategy for Sheffield, setting out how the City proposed to deal with projected increases in population, homes and jobs to 2034. This report set out the implications of the new transport policies for the City, and how they fitted strategically with Sheffield City Region's recent draft Transport Strategy, and Transport for the North's wider ambitions.

8.3 In attendance for this item were Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure), Gregg Challis (Senior Transport Planner), Councillor Jack Scott (Cabinet Member for Transport and Development) and Ben Gilligan (Director of Public Transport, SYPTE).

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

- The Strategy looked at what Sheffield would look like in the future, in terms of population, housing and employment, and set out a number of proposals in terms of both constraints and opportunities. If the Council was aware of a major development in the City, it would liaise with the SYPTE and bus operators in terms of looking at modifications to existing services, or the introduction of new services. A similar process had taken place in respect of the development of the Advanced Manufacturing Park some years ago. Many of the proposed changes were long-term developments, hence the Strategy running to 2034. The Strategy also linked in with a number of the Council's long-term strategies, such as the Clean Air Strategy.
- The 15-year timeline in respect of the Strategy had been chosen as it tied in

with a number of the Council's development ambitions and proposals, as well as matching the term of the Local Plan and a number of major national developments, such as HS2.

- A further, expanded briefing paper on cycling, including what had been learnt since the 2014 Cycling Inquiry and progress with the Local Cycling and Walking Infrastructure Plan (LCWIP), would be circulated to Members, as part of the Committee's Work Programme 2018/19.
- As part of the Strategy, the Council planned to increase cycling rates based on modelling using the Department for Transport's propensity tool showing where the greatest uplift could be delivered. A South Yorkshire Cycle Action Plan, setting out a strategic sub-regional network, had been drawn up, which had subsequently helped inform the ongoing production of the LCWIP. Sheffield was amongst the first tranche of cities to develop such a Plan, with support from the Department for Transport, and it was hoped that development would be completed by the end of the 2018/19 financial year.
- Information on the economic benefits of living or working on, or close to, a tram route could be made available to Members. A recent study in Nottingham, following a light rail extension to the City's University, had showed an economic uplift on the corridor.
- One of the objectives of the Strategy was to make sure that new developments, including residential and business, were served well by public transport.
- Whilst rail-based transport projects provide more certainty in terms of patronage and sustainability, they were also more expensive than other modes of public transport, as well as taking a longer time to deliver. Bus Rapid Transit schemes could also assist, such as in Bristol.
- Whilst bus operators made commercial decisions about how early or late to run because of low passenger numbers, these services were often deemed not economically viable. The SYPTE funded a number of first and last services from its tendered services budget. There was a need to ensure that this budget was allocated in the most effective manner.
- The Strategy was explicit in terms of the need to move away from being a 'car first' city, and good public transport was key to creating a sustainable and vibrant city.
- The Bus Partnership had been renewed on a 12-month rolling basis in October 2017, and the Strategy envisaged that a full review of public transport services, and how they were operated, would be undertaken in 2019.
- The Traffic Management Act 2006 (Part 6), which would grant local authorities the power to enforce local traffic regulations, such as the obstruction of yellow box junctions, had not yet been, and showed no sign of being, enacted by the

Government.

- Whilst data from HMRC was not available, strategic transport modelling was undertaken using DfT trip rate forecasts and the most robust evidence to support funding bids. It was possible to supply a schedule of changeover times to this modelled picture to understand network implication and future demand for travel.
- Planning processes required that the numbers of car parking spaces were determined as part of planning approvals for major developments, which would also be consistent with guidelines set out in the Local Plan.
- Whilst the vision in respect of Transport for the North was to be welcomed, it was considered that their proposals were not sufficient for Sheffield, in that they did not recognise any future transport plans for the City itself, hence the need for a Sheffield-specific strategy. There was consistency between the two strategies when it came to economic “agglomeration” ie making it easier for people to access jobs in order to increase the pool of skills available to employers and opportunities for employees.
- The Strategy contained similar targets, and took a similar approach to other major local authorities, such as Manchester and Bristol, committing the city to creating mass transit routes. Whilst not necessarily being innovative, such proposals could prove controversial as they would require greater priority for public transport at the expense of other road users, with consequences such as the restriction or removal of parking in certain instances. There would be significant change if bus stops were relocated or removed, and ticketing simplified.
- The next stage in respect of the Strategy would be to set out details of transport projects to be brought forward, in line with the principles. Work with regard to this was still ongoing, but would be brought back before Members in 2019.
- The Working Group which worked up the Sheffield Transport Vision had been chaired by Councillor George Lindars-Hammond (Cabinet Advisor for Transport at that time). The Group met around three to four times, with its findings being fed into the Transport Vision agreed by the Cabinet at its meeting in December 2017. Notes of meetings of the Group could be made available.

8.5 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the responses to the questions raised;
- (b) thanks Councillor Jack Scott, Tom Finnegan-Smith and Greg Challis for attending the meeting, and responding to the questions raised; and

- (c) requests that:-
- (i) this item be retained on its Work Programme, and reviewed at some stage in the future;
 - (ii) a further briefing paper on cycling be submitted to a future meeting;
 - (iii) the Mayor of Sheffield City Region be invited to a future meeting to share the City Region Transport Strategy; and
 - (iv) the Policy and Improvement Officer (Alice Nicholson) looks into the possibility of inviting representatives from bus operators in the City to a future meeting.

9. WORK PROGRAMME 2018/19

9.1 The Committee received a report of the Policy and Improvement Officer, which set out its Work Programme for 2018/19.

9.2 Members raised a number of issues they would like to see included on the Work Programme, including cycling, flooding, skills strategy, recycling and Brexit.

9.3 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.

10. INDIVIDUAL CABINET MEMBER DECISION ON THE DISPOSAL OF PROPERTY AT MOUNT PLEASANT, SHARROW LANE - UPDATE

10.1 The Committee received and noted a report of the Executive Director, Place, containing an update of the meeting held between Councillor Olivia Blake (Cabinet Member for Finance), the Chair of this Committee and representatives of Avenues to Zero, following the Committee's decision made in respect of the Call-in of the Cabinet Member Decision on the Disposal of Property at Mount Pleasant, Sharrow Lane, at its meeting held on 13th March 2018.

11. DATE OF NEXT MEETING

11.1 It was noted that the next meeting of the Committee would be held on Wednesday, 28th November 2018, at 5.00 pm, in the Town Hall.



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee Wednesday 28th November 2018

Report of: Policy and Improvement Officer

Subject: Sheffield's Clean Air Zone proposal

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

This item is an opportunity for the Committee to take a look at and seek clarification on matters in regard a Report to Cabinet on 21st November 2018, and comment following Cabinet decision in regard *Air that is safe to breathe for all: Sheffield's clean Air Zone Proposal*.

Core information for the Committee on this item is a summary presentation included in your papers. More background and detail is in the Cabinet Report that can be found on this link:

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6989&Ver=4>

The Cabinet Decision, when available, will also be accessible on above link.

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

Reviewing of existing policy	X
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	
Other	

The Scrutiny Committee is being asked to:

- Consider and provide comment on *Air that is safe to breathe for all: Sheffield's Clean Air Zone proposal*

Background Papers:

Category of Report: OPEN

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air that is safe to breathe for all

Sheffield's Clean Air Zone proposals

Air pollution is killing people – it is a global public health challenge

- 7m deaths globally are caused by air pollution.
- It is responsible for an estimated up to 36,000 deaths a year in the UK
- Impacts on the day-to-day lives and life chances of our communities:
 - It makes chronic illnesses worse, shortens life expectancy and damages lung development in children
 - Causes asthma, increases the chances of hospital admissions and respiratory and cardiovascular disease.
- It's an issue of social justice
 - poorer communities are most exposed to and suffer the consequences of polluted air
 - And through poor and ill-health, air pollution impacts on people's jobs, families and incomes
- UK has been in breach of legal limits since 2010.

We have an ambitious **Clean Air Strategy** to make the air in Sheffield safe to breathe for all our communities



- In Sheffield, toxic air contributes to around 500 deaths a year
- In 2017, we set out an ambitious Clean Air Strategy which committed us to:
 - Making the air in Sheffield safe to breathe, regardless of where people live, work or visit
 - Tackling the sources of air pollution to create a healthier city
- Clean air is a fundamental part of our Transport Strategy
- The changes we need are both immediate and for the longer term
 - challenge for how we currently move people and goods around the city
 - Short term pain to improve health and life chances.

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Our approach

- close the gap between the communities with the least and most polluted air.
- focus on the biggest causes of air pollution and improve them as quickly as possible.
- support people to make healthy and active travel choices.
- particularly support and protect vulnerable people
- invest meaningful resources in becoming a clean, sustainable city.

We're already delivering a number of approaches to reduce harmful air

- Infrastructure changes
- Air Aware Campaign
- Anti-idling campaign across the city
- Clean Air Champion Scheme
- Promoting and supporting active travel
- Trialling electric Hackney-style taxis (10)

Page 20



Our air breaches legal limits – Sheffield and Rotherham have been required to ensure NO₂ pollution is brought within legal limits

- We have a duty to get within the legal limits in the '**shortest possible time**'
- It's a joint approach - Sheffield and Rotherham worked together with DEFRA to understand our air quality challenge

Page 21

1

Comprehensive data assessment

- Analysis of our locally collected air quality data
- Looked at the latest data on transport flows in the city and ANPR data
- Small scale behavioural research

2

Identify proposals that:

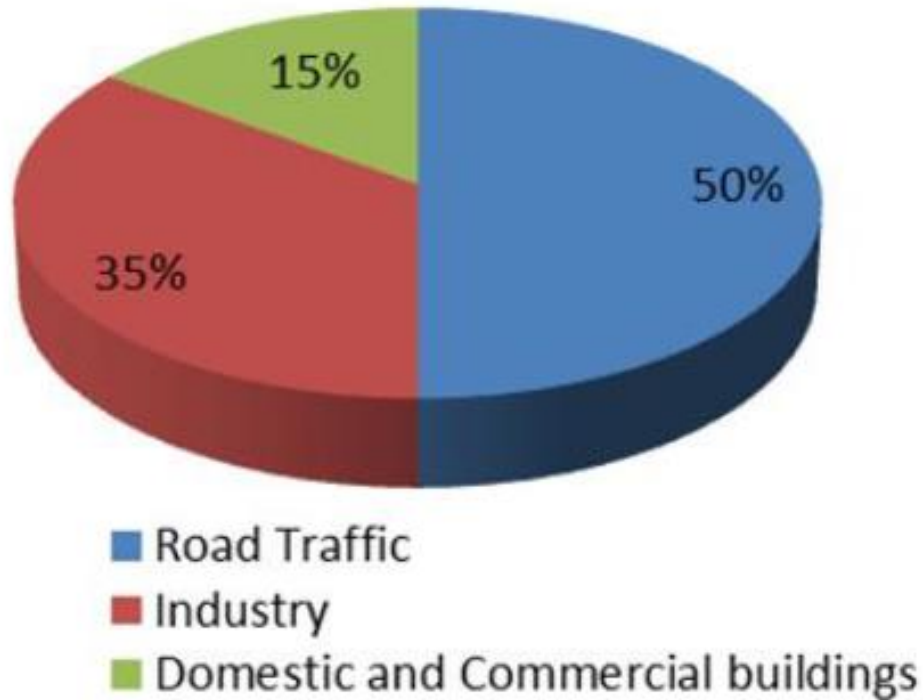
- Improve our air quality to legal compliance - as a minimum - in the *shortest possible time*
- Protect communities by tackling the most polluting vehicles on the city's roads
- Outline packages of support for drivers and businesses to upgrade and replace vehicles.

Page 22

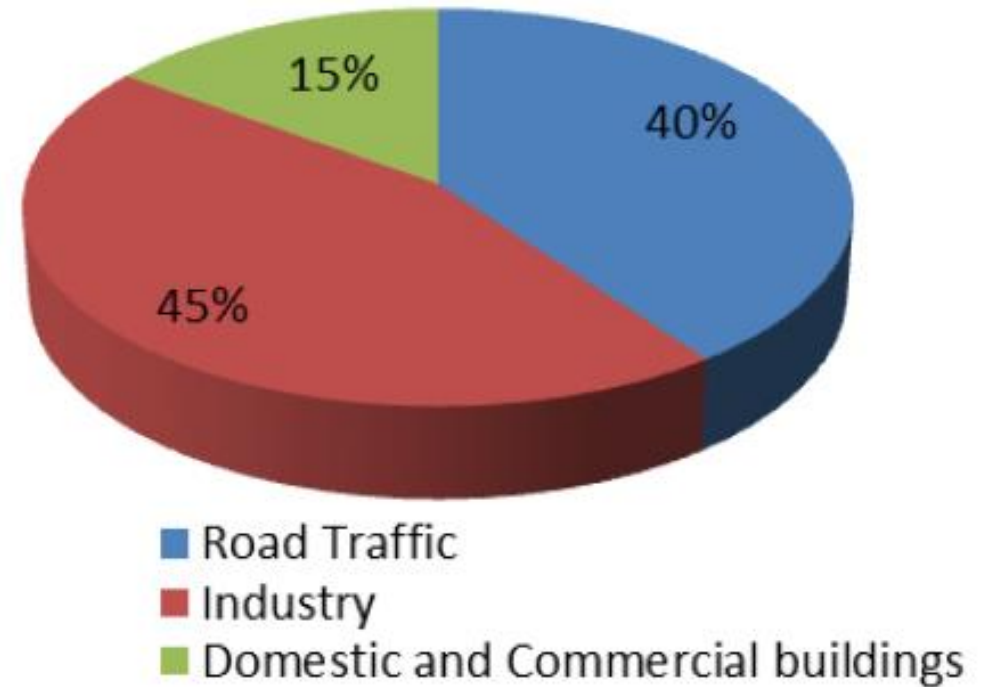
Four key points about Sheffield's air quality challenge

1. Vehicles on our roads are responsible for half of the city's Nitrogen Oxide emissions (NO_x)

Sources of NO_x emissions in Sheffield



Sources of PM₁₀ emissions in Sheffield



2. The main vehicles which cause a disproportionate amount of dangerous NO_x pollution are diesel-fuelled buses, taxis, HGVs and LGVs

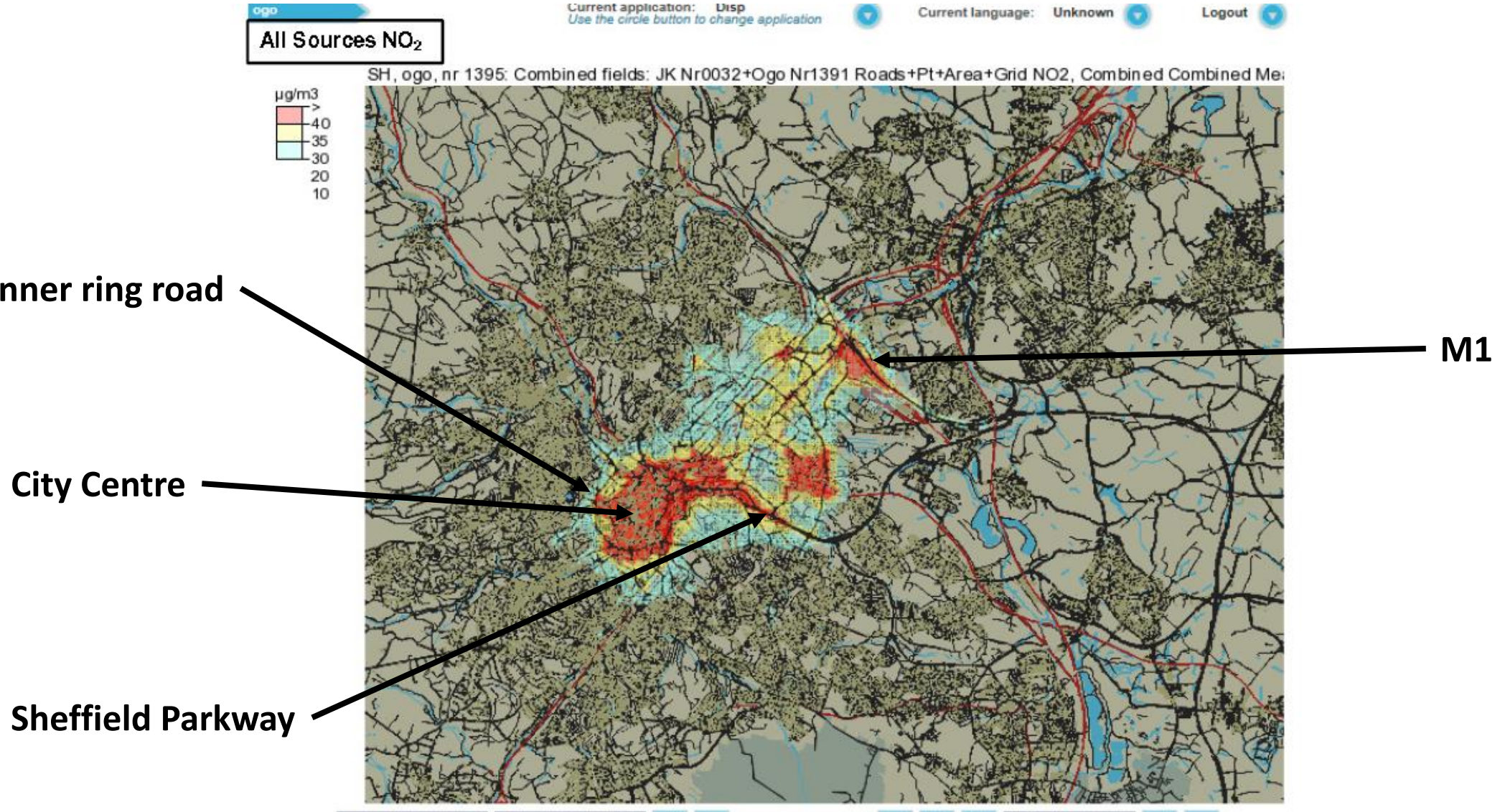
- The significant majority of vehicles on our roads are cars.
- But buses, taxis, HGVs and LGVs cause disproportionately more NO_x pollution
- And they crisscross the city with multiple trips
- So, if we want to make an impact quickly, we need to clean up the biggest polluters.

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Vehicle type	% of Fleet	% NO _x
Private Car	81%	50%
LGV <3.5t	13%	26%
Taxi (Hackney & PHV)	3%	4%
Bus	1%	5%
OGV >3.5%	3%	15%

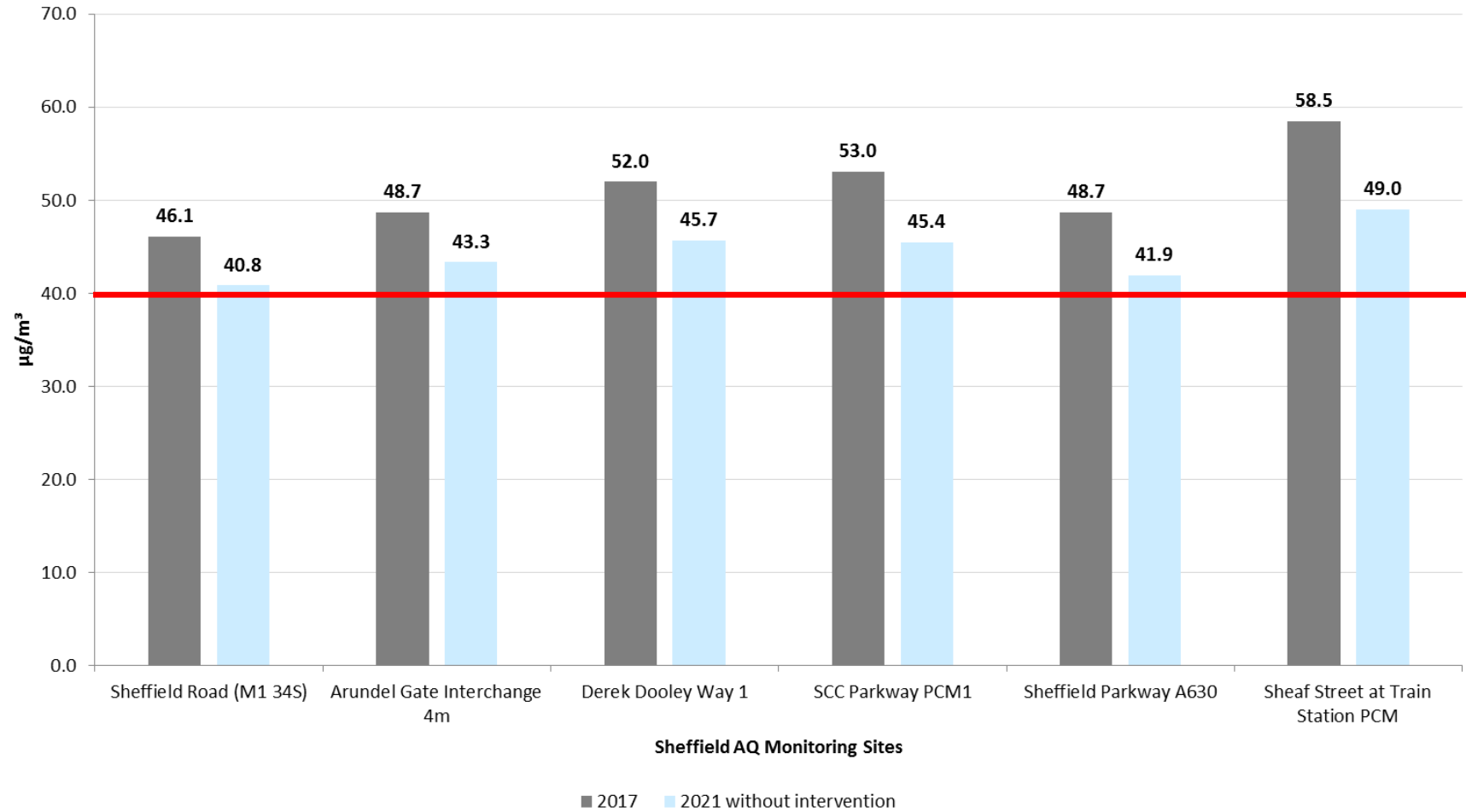
3. Our evidence shows that there is a significant concentration of illegal NO₂ within the city centre & Lower Don Valley

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4. There are some key parts of our road network where pollution breaches the legal limit

Page 26



Without action, the natural improvement/replacement of vehicles by 2021 won't be enough to get below the legal limit

The solutions we need are:

- numerous
- short and long-term
- focused on a cleaner, healthier and sustainably connected city

Sheffield's Clean Air Zone proposal

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improving air quality quickly

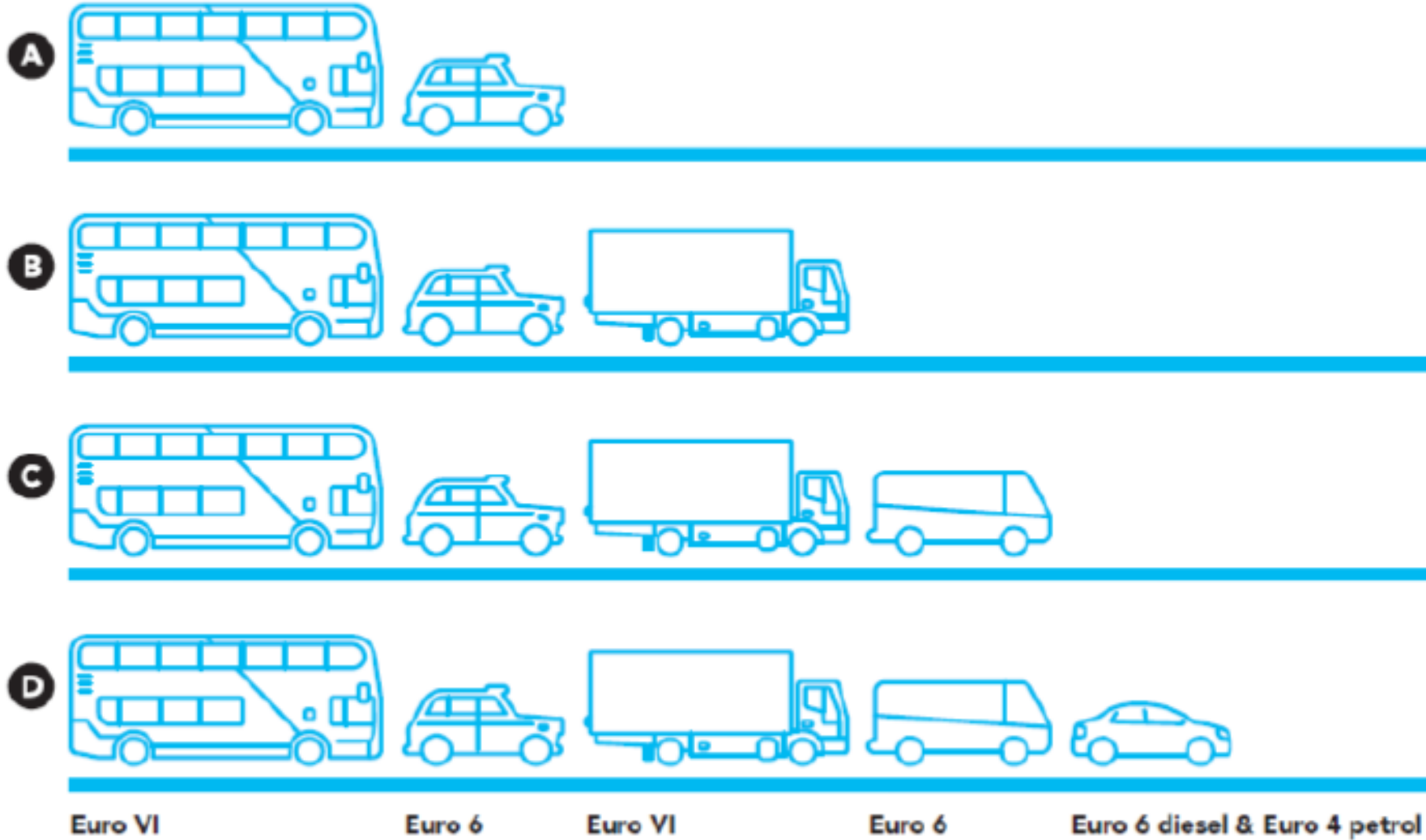
Clean Air Zones – approach to improving air quality *quickly*

Clean Air Zones (CAZs):

- Approach to tackle illegal air standards from Government's Plan
- Concentrate interventions to tackle the main sources of pollution
- Charge drivers of non-compliant vehicles for entering a specific area – ie. broadly - vehicles that are older than Euro 6 for diesel (~2016) or Euro 4 for petrol (~2006)
- Government's priority is *speed of delivery/impact* and their modelling suggests that charging is most likely to reduce emissions in the shortest possible time.

There are four different standards of Clean Air Zone

Page 30



A national challenge – other cities are taking similar measures

- Most councils are currently working on their plans ahead of a 31st December 2018 deadline.
- Page 31 Some cities have further developed proposals as they were mandated to explore CAZ options in late 2015.
- Interventions needed are driven by the scale of the air pollution challenge in each city.

Bath and NE Somerset	CAZ D
Birmingham	CAZ D
Derby	Not proposing a CAZ
Leeds	CAZ B+ (extra measures for taxis)
Nottingham	Not proposing a CAZ
Southampton	CAZ B

Sheffield's CAZ – Sheffield's preferred option for a CAZ

‘C+’ charging CAZ within - but including - the inner ring road

- Daily charge for non-compliant buses, taxis (London-style and PHVs), HGVs and light goods vehicles (LGVs) to drive through the city.
- Intention is to:
 - Remove the most polluting vehicles from our road network
 - Encourage drivers to upgrade to cleaner vehicles *rather than pay the charge*
 - Support those affected with targeted investment using Government money (ie. funding to replace old, polluting vehicles with clean ones)
 - Implement a range of additional supportive measures (eg. taxi licensing, parking changes, extend bus lane timings etc).
- Charging on its own will not deliver air that is within the legal limits:
 - We will need ‘additional measures’ to upgrade and replace polluting vehicles

Sheffield's CAZ – examples of additional measures (the '+’ bit) that we could be looking at



- Page 33
- ~2,400 non-compliant vehicles
 - Need 90-100% change across the fleet

Draft proposals

- ULEV / electric as a minimum standard
- Grant/loan funds to fund retrofit/replacement
- Sunset period to sign up to financial support



- ~450 buses on Sheffield's roads
- All buses entering the CAZ need to be Euro6 or better.
- 117 buses already being retrofitted

Draft proposals

- Operators retrofitting buses
- Grant funding from Govt to support
- Bus priority on network



- HGVs are disproportionately high polluters
- ~9,000 HGVs that come in & out of the city likely to be non-compliant

Draft proposals

- Work with logistics sector locally/nationally
- Likely market-led improvements
- Potential loan funds for retrofit/replace (local).



- Est. 7,000 LGV van *trips* through the CAZ area every day
- Implications for SMEs and self-employed
- Need persuading about alternative vehicles

Draft proposals

- Targeted support (grant/loans) support for local SMEs and those who most need support
- Loan/trial of electric alternatives

Sheffield's CAZ C+ – the additional measures in our proposals are critical

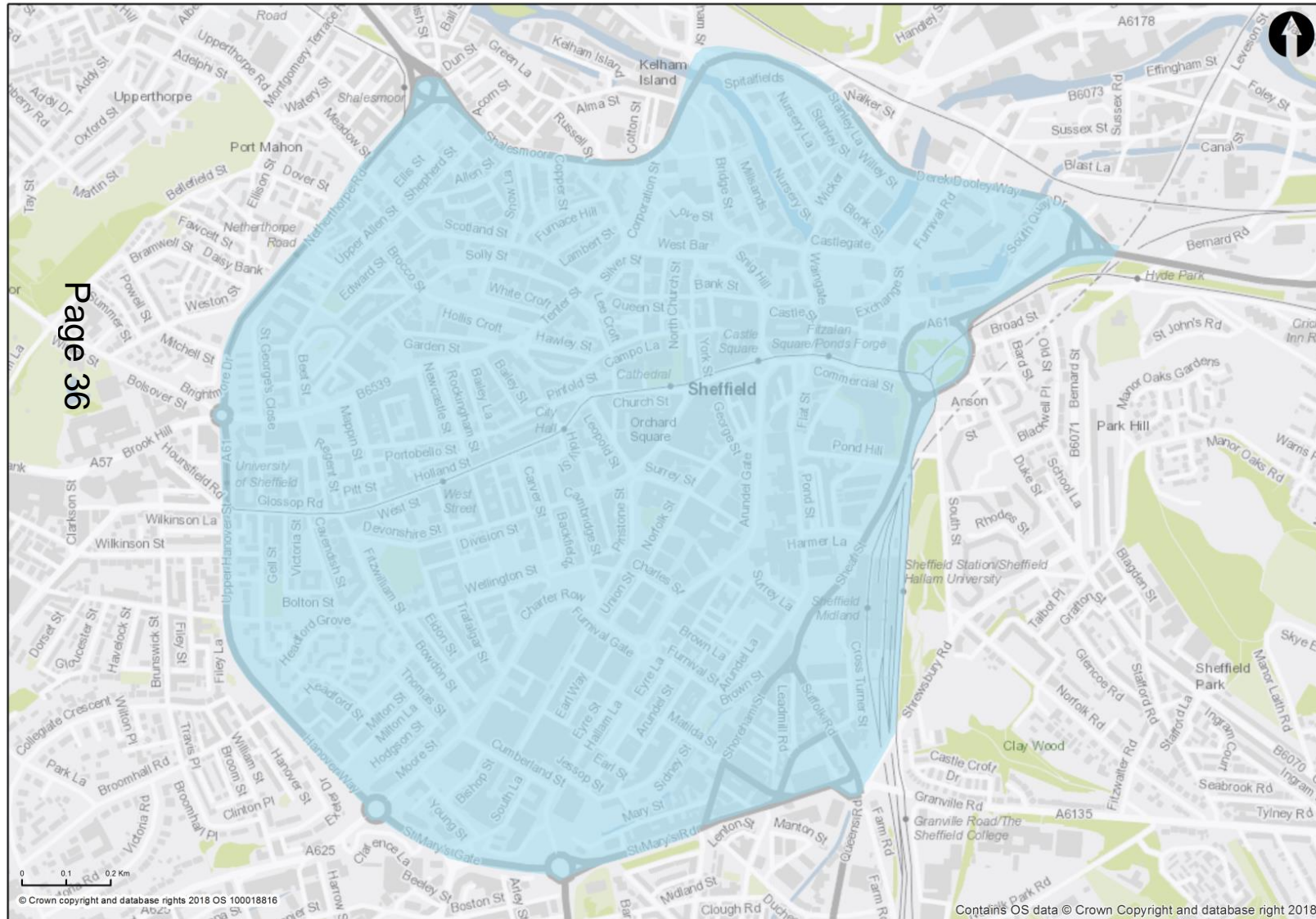


- **Intention is not to penalise companies/drivers – it is to remove the most polluting vehicles from our roads**
 - Paying the charge and still driving a polluting vehicle won't solve our air quality problem
 - The charge is encourage the upgrade and replacement of the most polluting vehicles with clean ones
 - Our support package proposals will target those with least capacity to change their vehicles – seeking Government investment for this (Implementation Fund; Clean Air Fund)
 - Will need behaviour change from wider population too
- **The only viable alternative is to charge non-compliant private cars (CAZ D)**
 - This would likely deliver significant air quality improvements beyond CAZ C
 - *But would mean private car drivers in non-compliant vehicles paying a charge to enter the city centre*
- **It is possible that the Government will reject our CAZ C+ preference and require a CAZ D**
 - We will formally review progress in Dec 2021
 - At that point, we be minded to implement a CAZ D if insufficient improvements have been made

Sheffield's CAZ – modelled impact of a CAZ C and a CAZ D

Receptor Locations	2017 Base	2021 (Business as Usual)	2021 Cordon 2 CAZ C (JAQU)	2021 Cordon 2 CAZ D (JAQU)	2021 Cordon 3 CAZ C and RMBC Measures (Local)	2021 Cordon 3 CAZ C+ and RMBC Measures (Local)	2021 Cordon 3 CAZ D and RMBC Measures (Local)
Sheffield Sites							
Sheffield Road (M1 34S)	46.1	40.8	35.5	35.1	39.9	38.4	39.9
Arundel Gate Interchange 4m	48.7	43.3	39.3	39.0	31.4	35.2	28.8
Derek Dooley Way 1	52.0	45.7	37.2	38.6	39.7	37.6	34.4
SCC Parkway PCM1	53.0	45.4	37.6	35.9	42.0	38.8	36.1
Sheffield Parkway A630	48.7	41.9	34.7	33.2	40.8	37.9	38.0
Sheaf Street at Train Station PCM	58.5	49.0	43.8	42.8	39.1	39.2	33.2

Sheffield's CAZ – the proposed geography of our CAZ



Clean Air Zone

- Area bounded by the Inner Ring Road
- The Inner Ring Road itself is 'inside' the CAZ (to avoid significant 'displacement' of pollution)
- Also likely to generate AQ benefits on the main radial routes into the City Centre (including the Parkway)

Sheffield's CAZ – what the signs will look like and how it will be enforced

- Clear signing at the point of entry and exit into and out of a charging CAZ
- Signs in advance of entry, to provide adequate information about potential charges applicable and to provide alternative routes to divert around it
- Enforcement using Automatic Number Plate Recognition (ANPR) cameras and associated back office technology
- Online payment system (national)

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Sheffield's CAZ – likely daily charges for non-compliant vehicles

- Charge is likely to be payable by midnight of the following day.
- Any income from charges has to be reinvested in tackling air pollution.
- We will be responsible for enforcement of non-payment of charges.
- We intend to consult further on the charging structure as part of the statutory consultation in early 2019

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Vehicle type	Daily charge
Buses, Coaches and HGVs	£50 a day
Taxis and Private Hire Vehicles	£10 a day
Vans / LGVs	£10 a day

Long-term – this has to be part of a long-term change to what we drive and how we move around

- Improving the health impact of how we get around is central to our Transport Strategy and our Health and Wellbeing Strategy
- Ambition for a significant shift in how we get around the city, enabling people to make better, more sustainable travel choices
- Includes:
 - **Mass transit** – develop plans for new, high speed and frequent mass transit routes (tram, tram-train), new park and ride on key gateways
 - **Active travel** – supporting and encouraging residents to walk and cycle on short trips (eg. the average trip length in Sheffield is 3¼ miles)
 - **Public transport** – increasing the priority of public transport in the city to speed up door-to-door journey times including buses and trams.
- Citywide campaign to encourage behaviour change

Next steps – outline timescales for the CAZ

Pre-Christmas

- November Cabinet Paper with our CAZ C+ proposal.
- Communications and media to support Cabinet Paper
- Legal duty requires us to submit our outline business case

Jan-Mar 2019

Development of Final Business Case

Page 40

Jan/Feb –
April/May
2019

Significant formal statutory consultation and engagement

- Key stakeholders (taxi drivers, LGV owners, all Sheffield residents)
- Businesses and city partners

High profile communications campaign

- Drive response rates
- Encourage behaviour change

~Apr/May
2019

Submission of Final Business Case to Government

June 2019
onwards

Implementation of measures



Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 28 November, 2018

Report of: Head of Strategic Transport and Infrastructure

Subject: Sheffield Transport Strategy 2018-34: assessing sustainable travel options – the role of cycling

Author of Report: Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure

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 and the arrival of HS2.

At Scrutiny on 25 October 2018, Members were briefed 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.

The meeting focussed on public transport – in particular the Sheffield Bus Partnership and Supertram – in order to understand their potential fitness for purpose to meet the challenge of increasing mode share as envisaged in the Strategy.

However, Members were keen that sufficient Scrutiny was also given to active travel, in particular cycling, which had been the subject of an inquiry led by the Committee in 2013/14.

Reviewing of existing policy	
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

- cycling's role in delivering sustainable transport outcomes;
 - compatibility with local access issues in delivering transport interventions
 - how to build support for these ambitions to deliver the uplift needed in active travel to help address transport related problems the city faces.
-

Background Papers:

Sheffield Transport Strategy

Report of the: Head of Strategic Transport and Infrastructure

Sheffield Transport Strategy 2018-34: assessing sustainable travel options – the role of cycling

1.0	Introduction
1.1	<p>This report aims to provide Scrutiny Committee with a better understanding of how we arrived at the current position where sustainable travel has failed to realise its envisaged potential. It looks at the gap between where the city has reached with cycling, and where we need to be, in order to make our ambitions real. It probes these issues by focussing on cycling as a sustainable transport mode but in its wider context.</p>
1.2	<p>An appraisal of outcomes anticipated by the Sheffield Cycling Inquiry in 2013/14 and how the newly endorsed Transport Strategy seeks to build upon or change them is also offered. This indicates the need for a “reality check” on the gap between previously stated ambitions and what subsequent modelling has shown. This new approach also enables us to better understand what cycling contributes to a healthier, less polluted and more liveable city.</p> <p>Finally, the report considers some of the governance challenges and the financial, social and cultural changes that may be needed as we anticipate a sea change in investment levels in cycling.</p>
2.0	Sheffield’s Transport Strategy –implications for active travel
2.1	<p>The need for a Sheffield Transport Strategy has been 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>
2.2	<p>Therefore the 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.
2.3	<p>The Strategy is aligned with Sheffield’s emerging Local Plan, the City Centre Plan and the draft Sheffield City Region (SCR) Transport Strategy. It is necessitated by the challenges above but also the distinctive nature of Sheffield as opposed to the wider City Region in development terms. Chiefly, the city’s larger, denser urban core largely precludes the building of new roads and necessitates a city specific approach.</p>
2.4	<p>In addition, SCR recognises that Sheffield is the driver for wider regional jobs growth. Strong public transport links to the city centre are seen as a key enabler of this. The Strategy is consistent with Sheffield</p>

	City Region's (SCR) economic and developmental ambitions. It also aligns with SCR's emphasis on active travel and the need for a major uplift in cycling rates. Both authorities are keen that the benefits which could be delivered by increased cycling are maximised.
2.5	In testing various growth scenarios for Sheffield, modelling revealed significant additional congestion 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. Thus better use of our existing highway asset forms part of the new approach with greater priority given to more space efficient modes, including cycling.
2.6	To recap on the Strategy objectives above (and further outlined at October 2018 Scrutiny), a "Sustainable Safety" methodology is at the heart of the new approach for achieving these aims. This has particular implications for public transport and active travel, marking a switch away from emphasis on encouraging "behaviour change" to the Council itself creating the right conditions on our highways for people to choose the right mode, for the right journey.
2.7	Thus 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.
2.8	This necessitates ensuring safe conditions for cycling for short trips (the vast bulk being under 5 miles and many of these shorter still). Along with public transport, cycling as a sustainable mode, is thus enabled to capture the projected increase in trips, whilst car use is pegged at 2015 levels. Classification of roads and reallocation of road space -- as in the Netherlands -- to minimise conflict between different modes and improve safety and efficiency is essential to delivery.
3.0	Active travel: cycling (with reference to the Sheffield Cycle Inquiry 2013/14)
3.1	Taking our lead from the All Party Parliamentary Cycling Group's 2013 report, Sheffield conducted its own Cycling Inquiry in 2013/14, led by the Economic and Environmental Well-Being Scrutiny Committee. 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 Committee in February 2014.
3.2	The Inquiry report made 19 recommendations encompassing strong leadership, infrastructure and getting people cycling. It was recognised that achievement of these goals was conditional upon the necessary funding being made available.

	<p>The report also endorsed the Get Britain Cycling target to increase cycle use nationally to 10% of all journeys by 2025 and 25% in 2050, a target not subsequently adopted by Government.</p>
3.3	<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).</p> <p>In order to deliver a step change in cycling in Sheffield, it became clear that an integrated approach to wider transport was required and aligned within the broader strategy. The Transport Strategy outlines our approach to deliver a coherent and comprehensive network, as recommended by the Inquiry.</p>
3.4	<p>As part of SCR, Sheffield is among the first tranche of cities to develop an LCWIP with support from the Department for Transport (DfT). This is being developed during 2018/19.</p> <p>The Transport Strategy has also made use of the Department for Transport's new cycling propensity (PCT) tool to model where uptake of cycling is most likely, in line with the LCWIP development.</p>
3.5	<p>Since the Inquiry reported, modelling using the PCT has enabled us to project what uplift in cycling a "Go Dutch" scenario could be expected to achieve. In this scenario "sustainable safety" standard infrastructure would be provided to enable an uptake of cycling that matches that in world leader the Netherlands, but taking into account Sheffield's topography.</p> <p>This indicated that a 13% share for cycling trips could be achieved with the necessary investment in infrastructure – that being around £50 per person per year or £26m p.a. in the transformation phase (15-20 years) and around £10m p.a. in the continuity phase (in other words in perpetuity).</p>
3.6	<p>On this basis the Transport Strategy therefore 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>
3.7	<p>The first priority identified is connecting the Broomhall, Highfield, Sharrow and Nether Edge areas to the city centre, 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>
3.8	<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 emerging "Brincliffe Wedge" scheme there</p>

	<p>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>
3.9	<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>
4.0	What does this mean for the people of Sheffield?
4.1	<p>In order to make this kind of change people, businesses, community and media in Sheffield ideally need to be actively engaged. 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 delivery of ambitious schemes on this scale.</p>
5.0	Recommendations
5.1	<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.

Sheffield Transport Strategy: the role of cycling

Economic and Environmental Well Being
Scrutiny and Policy Development Committee

28 November, 2018

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Sheffield
City Council



History

- 2013/14 Cycling Inquiry
- Lots of ambition
- ...but funding, deliverability
- Subsequently identified need to –
 - set active travel in context of the city's wider needs
 - align policies
 - address practicality and realism concerns

Context

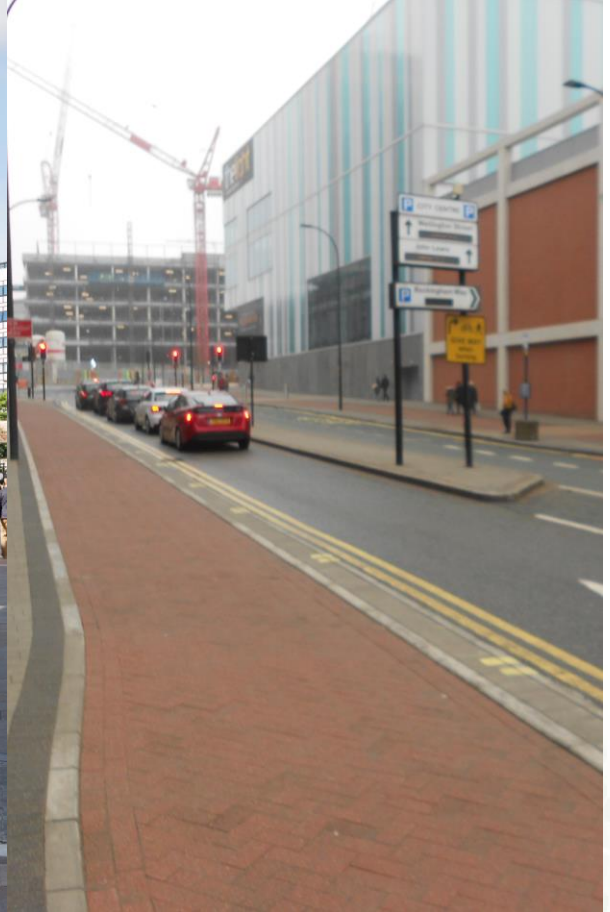
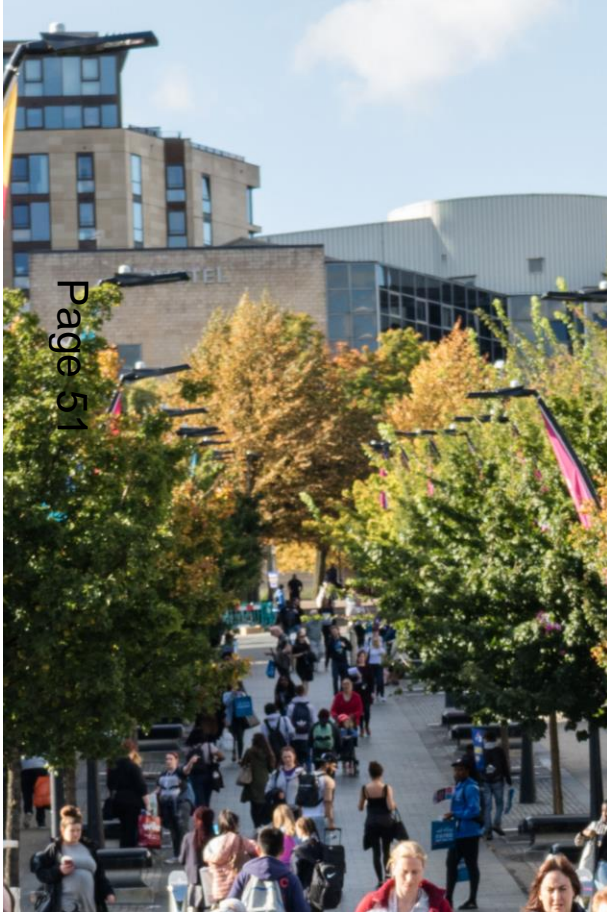
- Northern Powerhouse Independent Economic Review (NPIER)
- Sheffield City Region Strategic Economic Plan (SCR SEP)
- Sheffield Plan
- Sheffield City Centre Plan
- SCR Integrated Infrastructure Plan (SCR IIP)
- Draft SCR Transport Strategy
- Local Cycling and Walking Infrastructure Plan (LCWIP)
- Leads to Sheffield Transport Strategy, endorsed Jul '18

Active Travel in the Transport Strategy

- Emphasis on evidence
- Led by Department for Transport 'Propensity to Cycle' modelling – 'Go Dutch' scenario
- Led by wider aspirations for the city
- Ambitious and realistic
- Prioritised to reduce car trips at city centre



Sustainable safety



Anticipated outcomes

- Move from 60% to 100% of active travel potential (per 'Go Dutch' scenario)
- Cycling share –
 - **2% => 13% (± 3 pp) district wide**
 - **3% => 15% (± 4 pp) to city centre**
- Walking share –
 - **12% => ~9% district wide**
 - **22% => ~10% to city centre**
 - **Due to abstraction of longer walks to cycling**
- Health impact estimates –
 - 11 – 21 estimated fewer deaths p.a.,
 - ~£22 – 38 million p.a. estimated health economic value saving

Note on conditional output

- 25% 'target' from cycling inquiry dropped
 - Not measurable
 - PTC 'Go Dutch scenario' indicates ~13% share more credible
- Cordon counts at city centre used for new conditional output
 - Assumes ~400% increase in commuting share can be applied to all cycling movements at cordon
 - Allows also for suppression due to increase in car / public transport trips from traffic growth

The price tag

- ~£50 pp per year in 'transformation' phase
 - Over ~15 - 20 years
 - ~£26 million per annum
- ~£20 pp per year in 'continuity' phase
 - In perpetuity
 - ~£10 million per annum

Gaps in knowledge

- Travel other than commuting
- Future (and current) tech and social changes
- Addressing lack of accessibility / inclusion
- Address these by adopting an approach to make appropriate provision as standard
- Creates issue for business cases (& prioritisation?)

Next steps

- Limited engagement on endorsed Strategy
 - Focus on evidence and addressing gaps
- Studies into priority areas ongoing
 - Local Cycling and Walking Infrastructure Plan
 - Nether Edge Transport Study
 - Aligned major ring road schemes
- Delivery on the ground already
 - Aligned regeneration schemes

Challenges

- Focus
 - On what works
 - On providing for people who DON'T (yet) cycle
- Funding (especially revenue)
- Skills and technique
- Gaining public support
 - In particular that active travel is for them, and not just for cyclists
 - Acceptance for change in local communities
- Appraisal

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Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

Report of: Laraine Manley, Executive Director Place

Subject: Update on the Environmental Services changes introduced in April 2018

Author of Report: Philip Beecroft,
Head of Highway Maintenance
philip.beecroft@sheffield.gov.uk

Summary:

In October 2017 the Council, via a Leader’s Decision, adopted changes to Environmental Services delivered through the Streets Ahead contract affecting aspects of street cleaning and grounds maintenance operations. The decision was subsequently called-in by the Economic and Environmental Wellbeing Scrutiny & Policy Development Committee in November 2017. The Committee requested a future update report on the impact of the changes.

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	
Update on previous Scrutiny Committee report	✓

The Scrutiny Committee is being asked to:

Receive an update on the implementation of the changes to street cleaning and grounds maintenance services.

Background Papers:

Category of Report: OPEN

Report of the Director of Culture and Environment

Update on the Environmental Services changes introduced in April 2018

1. Introduction

- 1.1 The changes to the street cleaning and grounds maintenance elements of the Streets Ahead contract were proposed to promote efficiency and therefore deliver much needed cash savings to the Council whilst still delivering an acceptable level of service to the public.

2. Background

- 2.1 It was identified that around 90% of councils were also reducing spending on this service area to achieve essential savings and having benchmarked services, it was considered that a reduction could be made in tandem with changes to working methodologies in order to minimise impact on the public.
- 2.2 The agreed changes were implemented from April 2018 and this report provides the requested feedback to the Economic and Environmental Wellbeing Scrutiny & Policy Development Committee.

3. Street Cleaning

- 3.1 The changes introduced in the street cleaning service included litter picking (covering city centre, residential areas and district shopping centres), litter hotspots, fly-tipping response and litter bin services.
- 3.2 The main change was to move to a more mechanised service to achieve higher outputs by the efficiencies of using street cleaning vehicles rather than manual labour.
- 3.3 Litter Picking: City Centre
 - 3.3.1 The headline change in the city centre was a review of the cyclical input timings
 - 3.3.2 For areas of major footfall (such as The Moor, the Peace Gardens, Fargate and other key pedestrian routes) shift times have been changed to coincide with key commuter footfall times, retail opening hours and to capture expected spikes in litter around lunch time.
 - 3.3.3 The trade-off for this more dynamic way of working was that very early morning and very late evening street cleansing was removed in order to achieve the required cost saving.
 - 3.3.4 Amey have also re-programmed litter bin emptying in the city centre to become an overnight task in order to reduce the impact on users of the city centre, and to be able to effectively “reset” the entire city centre overnight whilst it is quiet, rather than this task being carried out by the day time operatives. This means that the day teams can focus primarily

on litter picking, with the amount of daytime bins requiring emptying being significantly reduced for the teams. However, any bin over 75% full will always be emptied regardless of the time of day.

- 3.3.5 The change to more mechanical cleansing over manual litter picking has been introduced to enable cleansing of large, open areas in a relatively short space of time, to a high standard.
- 3.3.6 Street Cleansing quality for the Streets Ahead project is audited by the Council's client team against NI 195 standards, which are a national grading system to reflect the quality of street cleansing being attained. The city centre changes have been closely monitored by staff in the Council's client team in order to ensure that the city centre suffered no detrimental effect.

The findings so far are:

Platinum Areas (i.e. Peace Gardens, The Moor) remain consistent in cleansing standards achieved as far back as late 2015. Given the level of input that these areas have historically had (effectively permanently stationed litter picking staff), these areas are almost always free of litter, and as such an improvement would not be expected to have been attained in these areas.

Gold Areas (i.e. Fargate) have seen improvements as a result of this new coordinated regime, and are showing a 2% increase in streets being at or above the required acceptable standard in comparison to the previous checks of cleansing quality which were undertaken in February 2018.

Silver Areas (i.e. Charter Row) are also showing improvements in the order of a 5% increase in streets achieving the required standard upon auditing in comparison to the February 2018 pre-change audit and are also showing improvements against the 2016 and 2015 comparable audits.

Copper Areas (i.e. Pond Street) are consistent with 2016 litter levels in the audit, and actually exceed the required standard 74% of the times they have been checked.

Bronze Areas (effectively the very fringes of the city centre such as Haymarket) are also recording street cleansing service levels which are above the standards achieved in 2016 against the NI 195 criteria.

- 3.3.7 The Cleansing Index Score (CIS) for the city centre after the change was 74.55% - this is better than any CIS score from 2015 and 2016 and shows a 1% real term improvement from the 73.54% that CIS recorded immediately prior to these service changes being made.
- 3.3.8 Overall these figures clearly show that consistently high street cleansing standards are being maintained across the city centre with improvements in some categories as a result of the methodology changes that were made.

3.4 Litter Picking: Rest of City

- 3.4.1 The primary change to the rest of city street cleaning service was a reduction in the cyclical litter picking on suburban estates from four cleans per year to three per year with a similar reduction of around 30% in the cyclical cleaning of district shopping centres. However there has been no reduction in the response time to specific litter removal requests from members of the public, which remain at a maximum timescale of 14 days.
- 3.4.2 This response timescale is being routinely met by Amey with no customer requests for litter picking failing to meet this timescale since April 2018.
- 3.4.3 Data analysis of street cleansing customer reports and requests for litter picking in residential areas shows that since April 2018, the month on month customer enquiry levels are effectively unchanged in comparison with previous years. Complaint levels for September 2018 are actually lower than in previous years.
- 3.4.4 Auditing of street cleaning standards by the Council's client team against NI 195 litter standards shows no drop in street cleansing standards as a result of this change. This supports the view that the new methodology of using mechanical sweeping (with leaf blower assistance to capture kerb line litter trapped behind cars) rather than manual labour is delivering the anticipated efficiencies with no compromise on the quality of cleaning.

3.5 Litter Hot Spots

- 3.5.1 Known litter hot spots, such as routes to school and side streets close to busy shop sites continue to receive an enhanced cleansing regime in comparison to typical residential streets; however this is now carried out with mechanical sweepers in most instances to protect standards but achieve efficiency savings.
- 3.5.2 As stated earlier in the report this is achieved by using leaf blowers to move litter into the path of a mechanical sweeper e.g. from the kerb edge, doorway, trapped underneath cars and behind obstacles. This more cost effective and is delivering a better service.
- 3.5.3 CIS results show an increase in standards month on month after the changes were implemented from May 2018. The Council's client team inspectors have reported that standards have been maintained or improved across all shop sites, reflecting that the changes have not been detrimental, and that our new working methodologies are effectively managing litter.

3.6 Fly-Tipping

- 3.6.1 Response times for fly-tipping have been extended from 1 day to a maximum response time of 2 business days. This will still provide a

better service than many other Local Authorities who operate fly-tipping services with up to 7-day response times.

- 3.6.2 The primary benefit of the transition to a 2-day response period is that it has allowed Amey greater opportunity to optimise the routes for dealing with fly tipping, thereby reducing costs. Historically fly tipping was attended on a “first come, first served” basis – therefore a significant amount of mileage was incurred by completing the jobs in the chronological order of which they were reported, rather than working geographically to clear one area at a time.
- 3.6.3 This change in methodology provides operational efficiencies, reduced mileage, as well as providing the teams with greater opportunities for proactive removal of fly-tipping, and some additional time to search through the waste for evidence that may identify the perpetrators to support prosecutions.
- 3.6.4 The incidence of fly-tipping continues to increase year-on-year despite significant effort from the Council to discourage this behaviour. However, customer complaints about service delivery have not increased since the change to a 2-day response time and Amey have delivered the fly-tipping removal service within contractual timescales.
- 3.6.5 Changes in fly-tipping collection timescales are allowing Amey to continue to review their response to fly-tipping by working with the Council to seek continuous improvement in dealing with fly-tipping

3.7 Litter Bins

- 3.7.1 One of the areas where efficiencies could be made to contribute to the savings agenda is to introduce innovative bin sensor technology which will manage bin fill levels in a more intelligent way. The sensors will report when bins are 75% full and enable targeted emptying rather than wasting resources on cyclical, speculative visits.
- 3.7.2 Amey is keen to adopt this approach and part of the savings is based on this change. However, the technology has not been deployed yet as technology in this sector has moved on significantly since the report was produced last year and as a result further investigation is currently being carried out to ensure the optimum system is chosen to ensure that a “future-proof” solution is adopted. The system when installed will also give information on where it might be advantageous to install additional bins to prevent litter being dropped on the streets.
- 3.7.3 Despite this temporary delay, the full value of the savings has been realised as Amey have revised their routes in advance of the new technology being installed and have agreed to the full saving on the Unitary Charge in respect of litter bin emptying.

4. Grounds Maintenance

4.1 Grass Cutting

4.1.1 The changes introduced on grass cutting were:

- a) An increase in the length of grass on high-profile verges and roundabouts thereby reducing the number of cuts required. This represents only 0.4% of the total grass areas maintained by Streets Ahead
- b) Approximately 20% of suburban grassed areas, targeted away from residential streets, placed on a new biodiversity mowing regime which means they will be cut annually in order to create new habitat for wildlife.
- c) The cutting of rural verges was changed from cutting being triggered by the grass reaching a threshold length (output specification) to an 'input specification', where cuts take place on a scheduled basis. This is similar to how neighbouring Authorities operate this work. However, the cutting of sight lines for safety purposes has remained unchanged.

4.1.2 Of the 2.9 million square metres of grass in the city 2.32 million square metres (80%) were unaffected by these plans. Biodiversity mowing will not typically be carried out on the narrow verges directly outside homes which will predominantly remain unchanged.

4.1.3 The change to the length of grass on high-profile verges and roundabouts did not generate any customer enquiries and no performance failures were incurred by Amey for these areas throughout 2018.

4.1.4 There were problems with the suburban grass areas at the start of the 2018 mowing season. Delayed delivery of Amey's new mowing fleet and an initial lack of clarity in the grass cutting teams of the verges that were included in the biodiversity mowing regime combined with unusually mild, wet weather which resulted in significant early growth led to an increase in complaints about the length of grass verges. A further factor was the bulb planting areas across the city as these areas have to be left uncut at the start of the grass cutting season until late May or early June when the foliage has died back and returned nutrient to the daffodil bulb. The combination of these factors gave the impression that some areas close to houses had been included in the biodiversity mowing areas.

4.1.5 The Council client team worked with Amey to clarify the verges that were changed to the new mowing regime to respond to enquiries and the situation was recovered by the mid-point of the season. This situation should not arise in future as the new vehicle and plant provision is now set up. Amey have made changes to their record keeping and routing for cutting teams to prevent future issues.

4.1.6 Once the programme was recovered, the level of complaints reduced significantly to below average for the time of year after that point (31 vs. average of circa 50) per month. During the exceptional weather of the summer heatwave, some concerns were raised about the risk of fire

within areas of long grass. Amey responded by assessing areas of concern to the public and carried out work as appropriate.

4.1.7 Grass areas which are on a “cut and leave” regime (i.e. where the clippings are left after cutting) can suffer from enrichment of the grass sward, which can result in difficult growing conditions for wildflowers. However it is pleasing to see the establishment of many notable species of wildflowers, including Orchids, Bee Orchids, Oxeye Daisies and Cowslips. The establishment of these wildflowers has occurred without any need for overseeding or deliberate deterioration of the soil or growing conditions.

4.1.8 We will continue to monitor flora, fauna and biodiversity benefits of the biodiversity mowing regime in future years. Some grassed areas have been recorded for the wildlife which has established within them. These are identifiable typically by the small signs planted on wooden stakes so that people in the area are aware not to disturb that specific location.

4.2 Highway Shrub Beds

4.2.1 The changes to highway shrub beds are now completed. Many of these beds had been neglected prior to Streets Ahead due to budget restrictions and were no longer fit for purpose or had become a public safety issue due to the fear of crime or were being used as drug dens.

4.2.2 To resolve this some shrub beds have been converted to grass areas, removing cover and therefore improving public safety. Others that have young tree planting on highway areas at the edge of woodlands have been reclassified to recognise that they are now an integral part of these woodlands and will be maintained as such in the future.

4.2.3 This means that in some areas such as Penistone Road, Derek Dooley Way and Netherthorpe Road there is a noticeable change in the amount of shrub beds on the highway, giving a cleaner look of grassed areas and allowing for a more efficient maintenance regime. This has been supplemented with additional tree planting in these grassed areas to mitigate any loss of habitat and food source for wildlife as well as wider planting of elm trees resistant to Dutch elm disease in these areas of the highway network.

4.2.4 As a result of this change 20% of shrub beds have remained as they were and will be maintained like that in future. Around 23% have been reclassified as part of woodland areas as the shrubs have become trees, around 30% of shrub beds have been reclassified as hedgerow areas and the remainder, many of which were overgrown and concealed large quantities of hypodermic needles and litter were re-landscaped, typically to grass with supplementary tree planting or ornamental plants and specimen plants being retained. Examples of this are Park Square, Netherthorpe Road and Hanover Way.

4.2.5 The changes to shrub beds have not resulted in any enquiries other than Hanover Way which attracted a small number of complaints. No trees were removed.

5. Financial Position

- 5.1 The street cleaning and grounds maintenance regimes delivered under the Streets Ahead contract have been reviewed in order to improve efficiency and therefore identify savings that would reduce pressure on other Council services.
- 5.2 The anticipated savings of £800,000 per annum in the Unitary Charge payment to Amey have been realised. This has been achieved with the cooperation of Amey working with the Council to revise methods of working.

6. What does this mean for the people of Sheffield?

- 6.1 This report is an update on the implementation of the changes to street cleaning and grounds maintenance that were approved in 2017. No further changes have been made to the service since those proposals were approved.

7. Recommendation

- 7.1 The Committee is asked to note the contents of this report.



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee Wednesday 28th November 2018

Report of: Policy and Improvement Officer

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

Author of Report: Alice Nicholson, Policy and Improvement Officer
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The current work programme for 2018/19 is attached at Appendix 1 for the Committee's consideration and discussion.

The work programme has been updated and items scheduled for the remaining two meetings. If the Committee wish to add to these they are 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	
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 28th November 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.
- 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: 19th November 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
<p>Wednesday 18th July 5-8 pm - Postponed</p>			
<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>	Agenda Item
<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>	Agenda Item

Wednesday 26th September 6:15 - 8pm			
<i>City Centre development and growth - Heart of the City II</i>	<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>	<i>Mazher Iqbal, Cabinet Member for Business and Investment; Nalin Seneviratne, Director, City Centre Development; Queensbury, Strategic Development Partner</i>	Agenda item
<i>Draft Committee work programme 2017/18 - rescheduled from 18th July</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>	Agenda Item
Wednesday 24th October 5-8pm			
<i>Sheffield's Transport Strategy 2018-35: Sustainable travel options assessment (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry)</i>	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	<i>Jack Scott, Cabinet Member for Transport and Development; Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure, Greg Challis, Senior Transport Planner</i>	Agenda Item
<i>Sheffield Bus Partnership</i>	<i>SYPTE - going forward and operational perspective</i>	<i>Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive (SYPTE)</i>	Agenda Item
<i>Supertram update</i>	<i>SYPTE - going forward, future operational picture, including consultation out at the moment and responding to headlines in recent press</i>	<i>Ben Gilligan, Director of Public Transport, South Yorkshire Passenger Transport Executive (SYPTE)</i>	Agenda Item

<i>Ideas and Ambitions of Avenues to Zero for the community</i>	<i>For information: an update following call-in of the individual Cabinet Member decision on the Disposal of Property at Mount Pleasant, Sharrow Lane</i>	<i>For information only</i>	Briefing Report
<i>Work programme 2017/18</i>		<i>Policy and Improvement Officer</i>	<i>Standing Item</i>
Wednesday 28th November 5-8pm			
Sheffield's Clean Air Zone proposal	An opportunity for the Committee to take a look at and seek clarification on matters in regard a Report to Cabinet on 21st November 2018, and comment following Cabinet decision in regard - <i>Air that is safe to breathe for all: Sheffield's Clean Air Zone proposal</i>	Jack Scott, Cabinet Member for Transport and Development; Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure	Agenda Item
Sheffield's Transport Strategy 2018-35: Sustainable travel options assessment – Role of Cycling	Follow up to item on 24th October, more detailed reporting of role of cycling	Jack Scott, Cabinet Member for Transport and Development; Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure, Greg Challis, Senior Transport Planner	Agenda Item
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	Item for information
<i>Work programme 2017/18</i>		<i>Policy and Improvement Officer</i>	Standing Item

Wednesday 30th January 5-8 pm			
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 Mcllroy)	Lewis Dagnall, Cabinet Member for Environment and Streetscene; Lead contract officer; Director/Head of Service (Paul Billington/Phil Beecroft); People's Audit (Helen Mcllroy)	Agenda Item
Work programme 2017/18		Policy and Improvement Officer	Standing Item
Wednesday 27th March 5-8 pm			
Waste Management - Recycling, plastics (global issue, local perspective)	A review of waste management and the recycling bins scheme in Sheffield; the global plastics use and local recycling issue	Lewis Dagnall, Cabinet Member for Environment and Streetscene	Agenda Item
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	
Green City			
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	
See 28th November Committee agenda: 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	Sheffield's Clean Air Zone proposal - Cabinet Decision 21.11.2018	
<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's 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 delivering on this - start with briefing paper	Briefing Paper
Heritage Strategy	Update on a coherent approach to heritage		

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