

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

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**Tuesday 12 November 2019 at 4.30 pm**

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

**The Press and Public are Welcome to Attend**

## **Membership**

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Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Neale Gibson, Dianne Hurst, Alan Hooper, Abdul Khayum, Bryan Lodge, Mohammed Mahroof, Barbara Masters, Ben Miskell, Moya O'Rourke, Sioned-Mair Richards, Chris Rosling-Josephs, Martin Smith and Paul Turpin

## **Substitute Members**

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

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## **PUBLIC ACCESS TO THE MEETING**

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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](http://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 Deborah Glen, Policy and Improvement Officer on 0114 27 35065 or [email deborah.glen@sheffield.gov.uk](mailto:deborah.glen@sheffield.gov.uk)

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## **FACILITIES**

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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.

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**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY  
DEVELOPMENT COMMITTEE AGENDA  
12 NOVEMBER 2019**

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**Order of Business**

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- 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 - 12)  
To approve the minutes of the meeting of the Committee held on 22<sup>nd</sup> October, 2019
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Heart of the City 2 Update**  
Presentation from the Director of City Centre Development
- 8. Transforming Cities Fund - Engagement and Delivery Challenges** (Pages 13 - 36)  
Report of the Director of City Growth
- 9. Division Street Temporary Closure**  
Cycle Sheffield to report
- 10. Work Programme 2019/20** (Pages 37 - 42)  
Report of the Policy and Improvement Officer
- 11. Date of Next Meeting**  
The next meeting of the Committee will be held on Tuesday, 14<sup>th</sup> January, 2020, at 4.30 pm, in the Town Hall

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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](mailto:gillian.duckworth@sheffield.gov.uk).

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Economic and Environmental Wellbeing Scrutiny and Policy Development  
Committee

Meeting held 22 October 2019

**PRESENT:** Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair),  
Dianne Hurst, Alan Hooper, Abdul Khayum, Bryan Lodge,  
Mohammed Mahroof, Barbara Masters, Ben Miskell, Moya O'Rourke,  
Chris Rosling-Josephs, Martin Smith and Paul Turpin

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**1. APOLOGIES FOR ABSENCE**

1.1 An apology for absence was received from Councillor Neale Gibson.

**2. EXCLUSION OF PUBLIC AND PRESS**

2.1 The Chair (Councillor Denise Fox) reported that the additional paper circulated to Members prior to the meeting, and relating to agenda item 8 – Sheffield City Trust Update – was not available to the public and press because it contained exempt information described in Paragraph 3 of Schedule 12A to the Local Government Act 1972, as amended, and that if the content of the paper was to be discussed, the public and press would be excluded from the meeting.

**3. DECLARATIONS OF INTEREST**

3.1 In relation to Agenda Item 7 (Sheffield City Council Brexit Update), the Chair (Councillor Denise Fox) and Councillor Bryan Lodge declared personal interests as (a) wife of Councillor Terry Fox (Cabinet Member for Finance, Resources and Governance), although he did not hold that position at the time of the referendum, in June, 2016 and (b) as Cabinet Adviser to the Cabinet Member for Finance, Resources and Governance, although, again, he did not hold that position at the time of the referendum, in June 2016, respectively.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meeting of the Committee held on 3<sup>rd</sup> September, 2019 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. SHEFFIELD CITY COUNCIL BREXIT UPDATE**

6.1 The Committee received a report of the Executive Director of Resources providing an update on the Council's Brexit preparations to date, together with an overview of those issues/risks deemed as having the most potential significant impact on the City, and the mitigations developed to address these. The report provided an

overview and details with regard to the activity on the City Council Internal Working Group, the ongoing work with the Sheffield Chamber of Commerce, Voluntary Action Sheffield (VAS) and the Community and Faith Sector. The report identified the four main risk areas – impact on business, supply of medicines, supply of food and the EU Settlement Scheme.

- 6.2 In attendance for this item were Eugene Walker (Executive Director of Resources), Chris Lowry (Policy and Improvement Officer), Tom Sutton (Chamber of Commerce), Maddy Desforges (Voluntary Action Sheffield) and Yvonne Asquith (Business Growth Manager, City Growth).
- 6.3 Chris Lowry reported that the Authority, through working closely with the Chamber of Commerce and Voluntary Action Sheffield (VAS), was in a good position to mitigate any potential risks/impact of Brexit.
- 6.4 Maddy Desforges referred to the work of VAS in terms of looking after the interests of a wide range of community and voluntary organisations, and specifically how the Service could support such organisations in the light of Brexit.
- 6.5 Tom Sutton stated that the Chamber of Commerce was working closely with businesses in the City in order to mitigate any specific elements of risk. This involved individual sessions due to the varying business operations, and focussed on helping them to ensure movement of their goods was maintained.
- 6.6 Members of the Committee raised questions, and the following responses were provided:-
- Whilst the exact figure regarding the number of EU nationals who may be affected as part of their right to remain was not known, it was thought to be in the thousands. The official figures were held by the Government and, through regional arrangements, and by working through the Local Resilience Forum, the Authority was hoping to obtain more accurate figures. There was information and advice on the Council's Intranet for Council employees wishing to apply for UK Settled Status under the EU Settlement Scheme. Feedback received by VAS had indicated that a number of people applying for EU settled status had found the process very difficult and time-consuming.
  - The Chamber of Commerce was well-placed to be able to advise and support businesses on a wide range of practical points, regardless of the outcome of Brexit. As part of the support process, the Chamber had produced an information leaflet and had reviewed documentation on exports, which it would be happy to circulate to Members of the Committee. As part of the Brexit checklist, the Chamber was asking businesses to look at their supply chains, with the aim of ensuring that, as far as possible, their goods would continue to move. Whilst there were some things businesses could do in terms of mitigating any potential adverse effects of Brexit, it was too early to be able to provide any firm confirmation in terms of the actual effects. The Council had used part of the Brexit preparations fund, made available by Government to all councils, to fund two International Trade

Advisor posts (to be based in Sheffield Chamber of Commerce). These advisors would provide advice to businesses regarding any new trading requirements with the EU, and any opportunities that may exist in new markets post Brexit.

- Whilst it was difficult to predict how Sheffield would be affected by the cessation of EU-funded programmes after Brexit, it was apparent that any loss of funding would have an adverse effect on the community and voluntary sector. There had already been a considerable level of lobbying by the Council, through the Core Cities UK Group regarding the UK Shared Prosperity Fund (UKSPF). The Government had previously made it clear that the Fund was to be the successor to, rather than a continuation of, EU structural funding. The Government's published objective was to use the Fund to tackle inequalities between communities by raising productivity and reducing economic disparity between regions of the UK.
- Whilst the information was fairly basic due to the ongoing uncertainty, the Government had invested a considerable sum publicising the potential impact/risks of Brexit. In terms of Council publicity, there was information on the website, both regarding the application process to remain in the UK and advice for businesses, with the latter including contact details for, and links to, the Chamber of Commerce. Officers were also talking to VAS, as well as liaising with people and organisations who were able to disseminate information.
- Regarding the position of schools, the Council had received a letter from Lord Agnew, Parliamentary Undersecretary of State for the School System, sent to academy trusts and local authorities regarding EU exit preparations for schools. The letter contained information and advice in the light of Brexit, which officers had followed up on. Whilst there was still a school meals contract for the few remaining maintained schools in the City, checks of which had recently been undertaken, the Council was seeking advice from the Department for Education with regard to the food chain for academies, which the Council effectively had no control over.
- Whilst appreciating the fact that a number of businesses in the City were struggling, particularly in the retail sector, with the possibility that the position could get worse after Brexit, the Council, whilst being sympathetic, was not in a position to provide any assistance in terms of wholesale business rate reliefs. Of the approximate 19,000 businesses in the City, around 12,000 of them benefitted from some form of rate relief. As part of the current Heart of the City development, a number of new retailers had been attracted to the City, resulting in additional business rates income.
- No specific work had been undertaken with regard to potential adverse effects on the viability of schools in the light of people having to leave the UK, as this issue had not been flagged as a potential risk. The Council had been focusing its attention on looking at the immediate risks.
- At present, there was no appetite in South Yorkshire to undertake an

assessment of the likely economic impacts of Brexit. Sheffield City Region (SCR) had produced such an economic impact assessment during January 2019, and following conversations with colleagues with SCR and the other three South Yorkshire Local Authorities, it was considered that this still reflected the most accurate position currently available due to the ongoing uncertainties associated with Brexit.

- It was agreed that there was a need to carry on identifying the long and medium-term trends regarding the potential impact of Brexit on Sheffield and the wider region. The City Council Internal Working Group would also remain in place, and would continue to assess the potential impact of Brexit on Council Services and the City's residents.
- The Director of Public Health was working closely with the Sheffield Clinical Commissioning Group, who in turn, worked with local pharmacies, and there were plans to put monitoring arrangements in place in connection with the supply of medicines.

6.7 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised; and
- (b) thanks Eugene Walker, Chris Lowry, Tom Sutton, Maddy Desforges and Yvonne Asquith for attending the meeting and responding to the questions raised.

## **7. SHEFFIELD CITY TRUST UPDATE**

- 7.1 The Committee received a report of the Director of Finance and Commercial Services providing an update on the position of Sheffield City Trust following recent issues of cash flow problems. The report contained information on the background to the position, the Trust's current cash flow issues, the work in progress to try and mitigate the problems, a longer-term strategy and next steps.
- 7.2 In attendance for this item were Eugene Walker (Executive Director of Resources) and Ryan Keyworth (Director of Finance and Commercial Services).
- 7.3 Ryan Keyworth referred to the report, focusing on the background to the current position. He reported that there had been a long relationship between the Trust and the Council, and the last 10 years of austerity faced by the Council had resulted in significant funding cuts and a consequent increase in the maintenance backlog across its asset base, which included the Council-owned facilities leased to the Trust. Mr. Keyworth stated that the Council and the Trust had been working to reduce the subsidy paid to support the Trust's operations, in stages, from over £5m historically, to zero by 2019/20 and, although a proposal had been agreed, it had proved to be unachievable. The precise level of the problems facing the Trust became known to the Council in June, 2019 and, following a request for additional funding, the Council commissioned Grant Thornton to undertake a financial review of the Trust. The review had been completed in October, 2019, but due to its

confidential nature, although it had been circulated to Members of the Committee, could not be made publicly available. Mr. Keyworth added that it had been agreed in principle that a subsidy of £2.8m a year, together with a one-off payment of around £3m for urgent remedial works be made, and that officers would work with relevant Cabinet Members to look at a longer term strategy.

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

- It was accepted that, given the current financial problems, reaching a zero subsidy during the 2019/20 financial year was not going to be possible. There had been a cash deficit of around £2.8m over the last few years, which was likely to continue in future years.
- The plan for the Council to invest around £3m over the next 18 months to keep the existing facilities open and available to the public would cover only the most essential works, and would hopefully provide the time it needed to develop a longer-term strategy. This amount, which would be in addition to any revenue support that was required to cover the Trust's trading deficit, was included in the Council's 2020/21 budget planning process.
- The Council's existing relationship with the Trust was due to come to an end in 2024, with the end of the Major Sporting Facilities debt. It was acknowledged, however, that this process would not be simple, with a number of transactions needing to be completed, one such transaction included the Luxemburg Bond, that had been used to part-finance the assets managed by the Trust.
- Due to the vast differences in the facilities, mainly regarding their size and age, and, in turn, their running costs, there were separate agreements for each. It had been acknowledged that it was very difficult in this day and age to operate public amenities without subsidies.
- Due to the complicated nature of the lease, the Council was working very closely with the Trust in order to prevent any of the facilities closing. Whilst it was not expected that the Trust would hand back the management responsibilities of any of the facilities prior to the agreement ending on 2024, there were plans in place in order to mitigate this.
- There was no opportunity to alter the terms of the leases between the Authority and the Trust in a way that would improve the financial performance of the Trust.
- It was hoped that, by maintaining its strong relationship with the Trust, there would be no need to amend any terms of the lease. It was hoped that, by continuing this relationship, an appropriate way forward could be agreed on, and a longer-term strategy developed.
- Whilst the Authority was aware that there were financial issues, it was only made aware of the full extent of the situation in June, 2019. Some of the

issues go back as far as 1992, when the Trust was set up as an independent charity, of which the Authority had no formal control. The relatively undeveloped cash flow reporting provided to the Trust Board until recently meant that it was not possible for the Trust to forecast the point at which it would require cash flow support further in advance than it did.

- The one-off payment of £3m will be used to enable the day-to-day operation of the facility to continue, in terms of funding urgent remedial works, as well as any works required to meet health and safety standards. This figure had been arrived at following discussions between Council officers and Sheffield International Venues (SIV) to identify a minimum amount to enable the facilities to continue operating. There would be a need for further discussion in terms of how this amount was dealt with as part of the Council's 2020/21 budget planning process.
- The Trust had sought advice in terms of managing its cash flow problems and was trying to do everything it could in order to manage its affairs, which included calling on the Council for further cash flow support following its cash flow flexibility from capital and ticket sales having been exhausted.
- It had been acknowledged that there was a need for detailed discussions in terms of how the facilities were operated in the future.
- The Authority needed to work with the Trust in terms of improvements to its operations management, predominantly regarding maximising the use of the premises in terms of attracting more and bigger events. As part of its efforts to reduce subsidy levels, the Trust had contracts to operate leisure facilities outside the City.
- Whilst there had been issues in terms of management, the Trust had suffered from several years of national austerity, as well as facing stiff competition from venues in surrounding areas.
- As part of the development of a longer-term strategy, consideration would be given to the important role that the Trust played in terms of improving the wellbeing of residents of the City. SIV have worked with a number of community and voluntary organisations in connection with offering special concessions for targeted individuals or groups of people, and residents could purchase the Sheffield Saver Bus Card or SIV Life Card, to obtain discounts when using the facilities.
- Officers were currently working with the Trust in connection with the level of remedial works required in order to keep the facilities fit for purpose, following the undertaking of building condition surveys. Such work would involve looking at prioritising where the funding was most required. Following the success of Graves Leisure Centre, which was being operated without a subsidy, it had been identified that there was a need to give serious consideration to some of the older facilities.

7.5 RESOLVED: That the public and press be excluded from the meeting before

discussion takes place on the confidential paper circulated to Members of the Committee, on the grounds that, if the public and press were present during the transaction of such business, there would be a disclosure to them of exempt information as described in paragraph 3 of Schedule 12A to the Local Government Act 1972, as amended.

7.6 Officers in attendance responded to a number of questions raised by Members of the Committee on the contents of the paper now submitted.

7.7 At this stage in the proceedings, the meeting was re-opened to the public and press.

7.8 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised;
- (b) thanks Eugene Walker and Ryan Keyworth for attending the meeting, and responding to the questions raised; and
- (c) requests:-
  - (i) the Director of Finance and Commercial Services to:-
    - (A) submit a report to a future meeting of the Committee, providing an update on the financial position, following the review due to be completed by the end of October, 2019, and a representative of Sheffield City Trust be invited to attend the meeting; and
    - (B) submit a report to a meeting of the Committee, to be held in six months' time, providing an update on the draft strategy, and a representative of Sheffield City Trust be invited to the meeting; and
  - (ii) that if any major deviations to the proposed recovery plan become apparent, this information be reported back to the Committee as a matter of urgency.

The votes on the above resolution were ordered to be recorded, and were as follows:-

- |                            |  |
|----------------------------|--|
| For the Resolution (8)     | - Councillors Denise Fox, Dianne Hurst, Abdul Khayum, Bryan Lodge, Ben Miskell, Moya O'Rourke, Chris Rosling-Josephs and Paul Turpin |
| Against the Resolution (5) | - Councillors Ian Auckland, Alan Hooper, Mohammed Mahroof, Barbara Masters and Martin Smith.   |

(NOTE: Prior to the passing of the above resolution, an amended Motion moved by Councillor Martin Smith and seconded by Councillor Ian Auckland, to replace paragraph (c) as follows, was put to the vote and negated:-

“given the nature of the contents of the confidential paper, requests that (i) Sheffield City Trust submit a final copy of the report to a meeting of the Committee at the earliest possible opportunity, and give the Trust an opportunity to address the Committee and (ii) no further cash be handed to the Trust beyond any current commitment until the concerns regarding alleged mismanagement have been addressed, and appropriate controls and measures have been put in place.”

The votes on the amended Motion were ordered to be recorded, and were as follows:-

For the Motion (6) - Councillors Ian Auckland, Alan Hooper, Mohammed Mahroof, Barbara Masters, Martin Smith and Paul Turpin.

Against the Motion (7) - Councillors Denise Fox, Dianne Hurst, Abdul Khayum, Brian Lodge, Ben Miskell, Moya O'Rourke and Chris Rosling-Josephs)

## **8. WORK PROGRAMME 2019/20**

8.1 The Committee received a report of the Policy and Improvement Officer (Alice Nicholson) containing the Work Programme for 2019/20.

8.2 RESOLVED: That the Committee notes and approves the contents of the Work Programme for 2019/20.

## **9. DATE OF NEXT MEETING**

9.1 It was noted that the next meeting of the Committee would be held on Tuesday, 12<sup>th</sup> November, 2019, at 4.30 p.m., in the Town Hall.





## Report to Economic & Environmental Wellbeing Scrutiny and Policy Development Committee

**Report of:** Edward Highfield, Executive Director, City Growth

**Subject:** Transforming Cities Fund – engagement and delivery challenges

**Author of Report:** Tom Finnegan-Smith, Head of Strategic Transport, Sustainability and Infrastructure, City Growth

**Summary:** The Transforming Cities Fund (TCF) is a Department for Transport (DfT) fund which aims to drive up productivity by investing in new local transport infrastructure.

Sheffield City Region (SCR) is due to submit a final strategic outline business case seeking funding by 28 November 2019 on behalf of the four South Yorkshire Districts, following approval by the Mayoral Combined Authority.

This Scrutiny report summarises

- the Sheffield-related component of the TCF bid
- how the proposal priorities were determined
- a suggested way forward for Members, stakeholders and the wider city to engage with, and make the most of, this opportunity

It is presented to Scrutiny in order to better brief Members. Scrutiny forms part of important work to examine and gain wider understanding and hence support for emerging proposals, given the scale of investment Sheffield is seeking for sustainable transport interventions – estimated at between £50m-£85m. An Individual Cabinet Member Decision (ICMD) relating to TCF (2b) is scheduled by 08/11/2019 and an exemption from Call-In has been sought.

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

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

### **The Scrutiny Committee is being asked to:**

Scrutiny is asked to consider and comment upon the emerging TCF proposals in view of SCR's Transforming Cities Prospectus and the evidence base already assembled in the Sheffield Transport Strategy (2019), along with the proposed engagement and consultation.

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### **Background Papers:**

1) TCF briefing note for Ward Members (attached)

2) ICMD report – TCF bid: Sheffield City Council section of the SCR bid to the DfT

<http://democracy.sheffield.gov.uk/mglIssueHistoryHome.aspx?Ild=29412&Opt=0>

3) SCR Transforming Cities Prospectus (attached)

4) Sheffield Transport Strategy (March 2019)

<https://www.sheffield.gov.uk/home/travel-transport/transport-strategy-plans>

**Category of Report:** OPEN (please specify)

### **Report of the Director of City Growth – Title of report – Transforming Cities Fund – engagement and delivery challenges**

#### **1. Introduction/Context**

- 1.1 The Transforming Cities Fund (TCF) is a Department for Transport (DfT) fund which aims to drive up productivity by investing in new local, sustainable transport infrastructure.
- 1.2 A final strategic outline business case is due to be submitted by Sheffield City Region (SCR) by 28 November 2019 on behalf of the four South Yorkshire Districts, following approval by the Mayoral Combined Authority.  
This report summarises
  - the Sheffield-related component of the TCF bid
  - how the proposal priorities were determined
  - a suggested way forward for Members, stakeholders and the wider city to engage with, and make the most of, this opportunity
- 1.3 It is presented to Scrutiny in order to better brief Members and gain wider understanding and hence support for emerging proposals. This is deemed to be especially important given the challenge of delivering such major schemes in the compressed timescale for completion set down by Government to 2023 and the scale of investment Sheffield is seeking.
- 1.4 It is also considered appropriate given that an exemption from call-in has been sought for the Individual Cabinet Member Decision (ICMD) relating to TCF(2b), and also that existing TCF projects are under way using the much smaller, and successful, first phase TCF bid (2a).

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

- 2.1 TCF represents substantial Government investment in sustainable travel – walking and cycling (also known as active travel) and public transport – over the next four years. It is currently in year one of implementation amongst city regions such as Sheffield – those without, as yet, an agreed devolution deal. Those city regions with signed devolution deals received funding as of right, known as tranche 1a). Sheffield is engaged in a bidding process, with guidance from DfT as proposals are developed, for 2b) funding.
- 2.2 TCF Tranche 2a) is already underway in Sheffield with the £2m funding released by DfT available for immediate investment. We have prioritised a series of schemes, elements of which have been in development and delivery for a number of years. These are as follows
- Extending the off road cycle route on Charter Row through to Hanover Way as part of ongoing works to link Sheffield Hallam University's City Campus to Collegiate Campus. Current budget estimates total £425,000 plus £150,000 for the Broomhall Road / Hanover IRR crossing. There is also a potential PFI opportunity scheme to upgrade the nearby Broomspring Lane / Hanover Way IRR crossing, which is currently estimated at £90,000.
  - Building two crossing points on the Portobello/Trippet Lane cycle route to complete the University of Sheffield to city centre link – at Mappin Street and at Holly Street/West Street junction into and out of Barkers Pool. Current allocation for these works is £703,000. Both schemes include cycle parking and automatic cycle counters and construction is scheduled to start in January and be complete before the end of the 2019/20 financial year
  - Procuring a range of up to 200 electric bikes at an estimated cost of £335k. Of these, 185 electric hybrids will be offered for use via a social prescribing scheme working with a third sector provider. A further ten e-bikes will be supplied to South Yorkshire Police's Community Support Officers and Council Civil Enforcement Officers, along with five e-trikes for projects benefiting elderly and disabled people
- 2.3 The next proposed tranche of TCF (2b) is the much larger scale £215m funding currently the subject of an SCR bid to DfT, of which Sheffield's share is expected to be between £50m and £85m. Confirmation is expected from Government by March 2020 with spend due to start the immediate financial year following and the programme complete by March 2023.

In view of the pace and scale of the programme emerging, additional revenue funding has been allocated to develop proposals further.

- 2.4 The attached TCF Briefing Note for Members gives greater detail on the proposals including
- the split between active travel and public transport led interventions (50/50)
  - how and why the proposed areas were selected

- consistency with the Transport Strategy's aims to support Sheffield's economic, environmental and equality priorities (see attachment pp31-34) and
  - the DfT criteria to drive up productivity through improved connections between urban centres and suburbs by prioritising sustainable travel options (see SCR's Transforming Cities Prospectus)
- 2.5 There is a financial risk to the Council in that funds are being invested in developing schemes that may not come to fruition, either because insufficient funding is secured from DfT overall or because the proposals, should they be seen as unacceptable by local communities, may preclude Member support.
- 2.6 The proposals involve potentially significant changes to the way we use our streets. Developing options to provide greater priority for public transport and create safe routes for cycling may impact on sensitive issues including kerbside parking, street trees and vehicle access.
- 2.7 In view of the above, and in accord with the Sheffield Transport Strategy, it is proposed that schemes will be developed in conjunction with local communities, involving them in devising proposals and reaching acceptable solutions by consent. However, it should be acknowledged that limited Council resources, compressed DfT timescales and SCR Governance may impinge on opportunities to do so.
- 2.8 In addition, all schemes will be subject to further scrutiny as they will require the creation of Traffic Regulation Orders, giving the public opportunity to raise formal objections. Member(s) will decide on the merits of these, either via an ICMD or, in view of the potential scale and controversial nature of proposals, via Cabinet Highways Committee, Cabinet or Council.
- 2.9 This represents the opportunity for the democratic process rightly to assert itself, and Members to mediate on the difficult questions that arise balanced with the totality of benefits that accrue from the specific sustainable transport interventions proposed.

### **3 What does this mean for the people of Sheffield?**

- 3.1 TCF represents the first batch of funding to enable a generational opportunity to begin to change how transport works for the better in Sheffield. More such funding, and at increasing levels, will be required to make the transformation city-wide. Given the scale of change involved, people will need to be brought with the Council in this process as opposed to solutions imposed from above.
- 3.2 Whilst the Council is rightly ambitious in making such changes, as evidenced by the declaration of a Climate Emergency, the scale of the challenge should not be underestimated both in terms of successfully engaging with the public and delivering the schemes themselves. Potential disruption during construction, the scale and pace involved, and the changes that people will need to make are likely to mean significant numbers feel they are losing out or, conversely, missing out as a result.

3.3 The need to engage, build trust in local communities and remain open to change will be a two way process that continues way beyond the life of this phase of TCF.

#### **4. Recommendation**

4.1 The Committee is asked to consider the implications for the Council in committing to this large scale programme for sustainable transport in Sheffield. Comments are particularly invited on how engagement with the public and stakeholders can help to start mapping out a way forward in bringing the people of Sheffield along with us in delivering the major change involved.

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# TRANSFORMING CITIES PROSPECTUS: **Sheffield** GLOBAL INNOVATION CORRIDOR **City Region**

JUNE 2018





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## Foreword

On behalf of the Sheffield City Region I am delighted to submit this application to the Transforming Cities Fund. It is a bid centred around our vision to create a Global Innovation Corridor and is supported by Barnsley, Doncaster, Rotherham and Sheffield Councils and the Local Enterprise Partnership.

This is an important time for the Sheffield City Region. We are experiencing strong economic and jobs growth, we are developing our advanced manufacturing and engineering capabilities and we have globally significant assets such as Doncaster Sheffield Airport and the Advanced Manufacturing Innovation District.

These assets and capabilities provide strong foundations for further growth. But, quite simply our transport system and its supporting infrastructure is not fit for the 21st century. Our urban centres are poorly connected, residents struggle to access major employment sites, land available for development is constrained by congestion and the integration of different modes of transport must be improved.

The failures of the transport system limit the flow of ideas, people and business between our urban areas and major employment sites. It is a drag on our productivity, competitiveness and a waste of the talent and skills of our workforce.

This is the context of our bid to the Transforming Cities Fund. Our proposals are simple; investment in a programme of works along a set of priority corridors.

These corridors will connect key anchor points such as Sheffield City Centre, Doncaster Sheffield Airport, the Advanced Manufacturing Park in Rotherham, and Barnsley Digital Campus. By connecting these anchor points we will help create a Global Innovation Corridor.

The size of the prize on offer is significant.

We are currently a £34bn economy. By 2040 we could be a £55bn economy, adding £21bn to the national economy. We could be an economy characterised by global excellence in advanced manufacturing and engineering; superb national and international connectivity; thriving urban centres and well-connected communities.

As a Mayoral Combined Authority working directly with the Local Enterprise Partnership we are committed to delivering this vision. We have an exemplary track record of planning investment, managing capital programme spend and working with individual councils, the private sector and national agencies on the delivery of schemes.

This is a strong evidence based submission and I look forward to working with the Department for Transport to ensure that the Sheffield City Region secures an appropriate share of this national fund.



Sheffield City Region  
Mayor Dan Jarvis MBE MP

## [1] Introduction

This Prospectus sets out how the Government's Transforming Cities Fund can support transformational economic growth in the Sheffield City Region (SCR).

Drawing on the SCR's strategic location at the heart of the United Kingdom, its central role within the Northern Powerhouse and building upon its rich history of industry and innovation our plans will strengthen our position as a globally significant advanced manufacturing and engineering centre.

The Sheffield City Region is not a traditional monocentric city region, it includes the city of Sheffield, the fourth largest city in England, and the surrounding towns of Barnsley, Rotherham and Doncaster (the largest metropolitan authority in the country).

External connectivity to the City Region is superb. The M1 and A1(M) motorways provide North and South connectivity with East and West connectivity via the M18 and A628 to Merseyside, Greater Manchester and Humberside.

The East Coast Mainline and Midland Mainline routes connect the SCR to London and the rest of the North.

And Doncaster Sheffield Airport gives the City Region international reach.

Our key transport infrastructure challenge is to ensure that this national connectivity is matched by peerless connectivity within the City Region itself. As such our submission centres on strengthening connectivity across three priority corridors; the River Don, the Dearne Valley and the Innovation Corridor and the Urban Centres of the City Region.

Our opportunity is to become a £55 billion economy by 2040. This is achievable; but for this to happen, the City Region will need to be bold in its investment planning.

*“Our vision is for a stronger and bigger private sector that can compete in national and global markets”*

*(Strategic Economic Plan 2014-2024)*

And we are well placed within the HS2 and Northern Powerhouse Rail agenda – with the SCR playing a central role in the Transport for the North's (TfN) emerging Strategic Transport Plan where three of the identified seven Strategic Development Corridors all converge within SCR.

SCR's Transforming Cities Fund application will enable the delivery of a programme of schemes to support this transformational change, based on an evidence-led, region-wide prioritisation process.

And we're working in partnership with other City Regions. Alongside the Leeds City Region we recognise the importance of the A61 corridor through Barnsley and onwards to Wakefield and Leeds.



*“It is incredibly important that investment in property, capital equipment and skills is matched with infrastructure investment that supports people from across the region to access employment opportunities in key growth locations.*

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*This includes key sites such as the Advanced Manufacturing Park (AMP) in Rotherham alongside growing transport hubs including Doncaster Sheffield Airport.”*

*Owen Michaelson, Private Sector LEP Board Member and Chief Executive Harworth Group PLC.*

**SCR's Key Challenges**



12% of working residents use public transport to get to work (the national average is 16%)



75% of SCR's residents commute within the City Region boundaries.



A total of 29.5% of households in South Yorkshire have no access to a car (the national average is 26%)



Increasing journey times between key urban centres



56% of commuters in SCR travel less than 10km to get to their workplace



SCR ranks as the 7th most deprived LEP area in England



36% of commuters in SCR travel less than 5km to get to their workplace



Poor connectivity to major development sites



146,000 people in whole city region defined as experiencing “transport poverty”

28

28 AQMAs within SCR

**SCR's Key Opportunities**



70,000 planned houses



6,000 additional businesses



70,000 additional jobs



2,200 hectares planned employment land

£3bn

£3 billion increase in GVA

## [2] Productivity Growth - A Global Innovation Corridor

We are developing a vision and programme of investment that will create a globally significant corridor of innovation within the Sheffield City Region.

Transforming Cities Fund investment will be central to delivering early momentum.

Alongside Sheffield's Urban Centre, the Digital Campus at Barnsley, the National College of High Speed Rail there are two internationally significant assets that will supercharge Sheffield City Region and UK competitiveness and productivity. These two assets are:

**Doncaster Sheffield Airport (DSA).**

A key strategic asset to SCR the airport and the residential, employment and commercial land offer around the airport will be central to our economic growth journey. The airport has recently published a masterplan that targets growth by 2037 of 7.2 million passengers passing through the airport each year by 2037 and 176,500 tonnes of cargo.

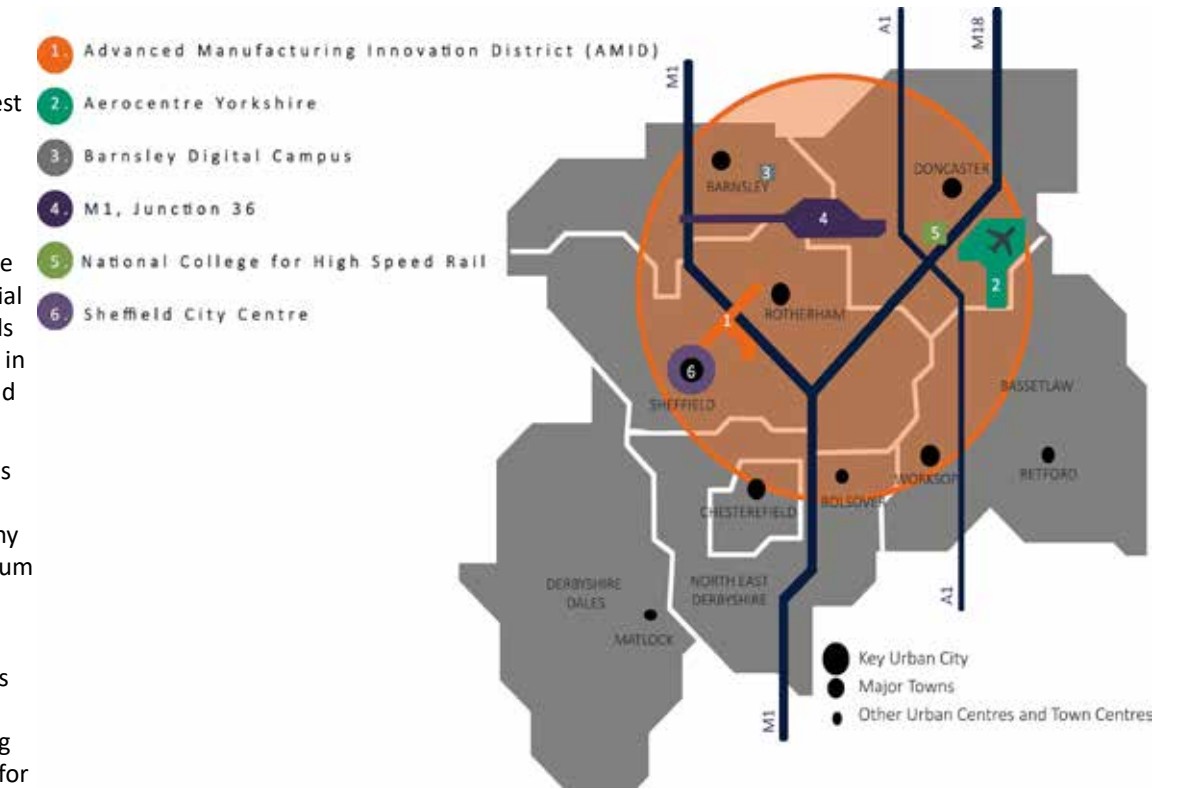
**The Advanced Manufacturing Innovation District (AMID).**

Our ambition is to create Europe's largest advanced manufacturing cluster.

AMID comprises a set of world-leading research and industrial collaboration assets. A 2,000-acre centre of excellence for innovation-led research and industrial collaboration, it boasts exemplar models of university and industry collaboration in metals, materials, health technology and wellness.

The AMID produces innovative solutions and training for globally-leading companies and UK firms, as well as many of the city region's own small and medium sized enterprises.

Supported by Transforming Cities Fund investment we will connect these assets physically to create a strategic corridor of inter-linked digital and manufacturing assets, which will provide the platform for transformational economic growth.



*“Good transport links are a key part of unlocking new housing developments. In addition, I have also recently met with PRS investors that were looking for housing sites in the SCR that have excellent public transport links. I am therefore fully supportive of the SCR's Transforming Cities bid to Government.”*

Simon Carr, Managing Director, Henry Boot Construction Ltd. SCR LEP Board Member



# [3 ] Our Transforming Cities Fund Submission Area

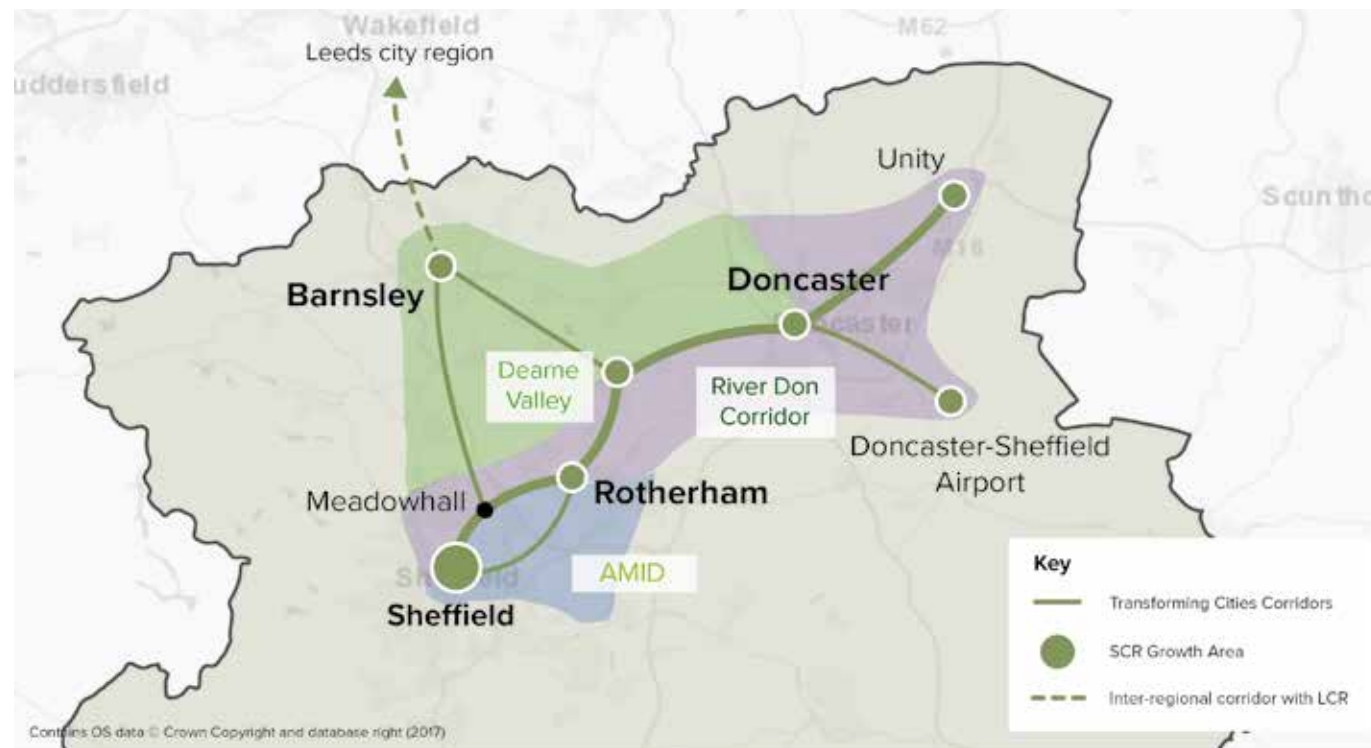
There are three priority corridors that can unlock our GIC vision.

With a mix of local, regional and national funding backed by strong evidence led analysis of each corridor we can unlock new employment sites, better connect residents to those employment sites and increase the flow of people, businesses and ideas across the City Region.

Our submission focuses on three corridors. These are:

1. The River Don Corridor
2. The Advanced Manufacturing Innovation District (AMID)
3. The Dearne Valley Corridor

By investing Transforming Cities funding in these three corridors the Government and the Sheffield City Region can create a whole that is greater than the sum of its parts. This is the vision behind the wider Global Innovation Corridor.



## The River Don Corridor

The River Don Corridor connects two of the City Region’s key growth areas running from Sheffield City Centre to the Unity site to the north east of Doncaster.

The River Don Corridor also connects Rotherham, Doncaster and the airport enabling enhanced connectivity to the trade and investment opportunities arising from international airport connectivity.

It also improves employment and distribution access to key sites such as the 1,600acre employment site at Aero Centre Yorkshire and iPort.

It also improves access to learning opportunities at the National College for High Speed Rail the University of Sheffield Advanced Manufacturing Research Centre with Boeing, the new Higher Level Skills Centre in Rotherham and the University of Sheffield and Sheffield Hallam Universities.



### CONSTRAINTS:

1. Much of this corridor is located within various Air Quality Management Areas (AQMAs), including the Sheffield city wide AQMA. It is also under direction from Government to undertake a Clean Air Feasibility Study in Sheffield and Rotherham.
2. The corridor is affected by congestion issues around Sheffield City Centre, Meadowhall, Parkgate, Warmsworth and Armthorpe and connects with deprived areas on the outskirts of Rotherham, Sheffield and Doncaster.

*“We fully agree with the need for investment in Sheffield and the corridor to Doncaster. These are at the heart of the South Yorkshire bus network, linking together key employment, education, retail and leisure locations.*

*Delay and journey variability on these is huge. Variability around the River Don Corridor can fluctuate heavily especially when there are any incidents on the motorway network. Getting these routes to function effectively is crucial to underpinning growth going forward.”*

*Alan Riggall – Head Of Commercial, First Bus South Yorkshire*



## The Advanced Manufacturing and Innovation District (AMID)

This key corridor connects Sheffield and Rotherham and incorporates the Advanced Manufacturing Innovation District (AMID); an employment growth area which is now home to high-profile employers such as Boeing, McLaren and British Steel. Growth in AMID is estimated to provide 6,330 jobs and be worth £351m GVA; it is also estimated to deliver 3,900 new houses at Waverley which is Yorkshire's largest-ever mixed-use brownfield redevelopment, and home to the world-class Advanced Manufacturing Park.

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### CONSTRAINTS::

1. Much of AMID is within an area of Rotherham and Sheffield which has been mandated to declare a Clean Air Zone.
2. AMID also regularly experiences congestion on the network around the M1 and along Sheffield Parkway.
3. AMID is located adjacent to several areas of deprivation on the outskirts of Rotherham and Sheffield. But, those communities are poorly connected to the employment, training and apprenticeship opportunities.



*“Located within the Advanced Manufacturing Park (AMP), between Sheffield and Rotherham next to the A630, the McLaren Composites Technology Centre C will create 200 jobs in world-leading advanced research and development and manufacturing, and targets £100m GVA. A reliable and efficient public transport network ensuring seamless and safe access to the MCTC and AMP from neighbouring conurbations is crucial.....with a focus on supporting employment opportunities and potential, business growth and productivity, as well as flexible working schemes and multi-shift operations” -*

*McClaren spokesperson*

## The Dearne Valley Corridor

The Dearne Valley area is a strategic growth area spanning three SCR local authorities (Rotherham, Barnsley and Doncaster) and includes key employment sites such as the Barnsley Digital Campus and M1 Junction 36, which is estimated to provide 3,400 jobs and an uplift in £165m GVA. It has experienced a recent uplift in jobs provision – particularly in logistics and distribution through key employers such as ASOS and Aldi. Employment growth of 5% is expected up to 2024, together with an 11% increase in housing in the same period.

### CONSTRAINTS:

1. The Dearne Valley also connects key transport corridors such as the M1 and A61, which provide linkages between growth areas in SCR and the neighbouring Leeds City Region. These are routes with capacity constraints.
2. The Dearne Valley forms an important link between Rotherham, Barnsley and Doncaster, with bus services providing the main form of public transport in the absence of a heavy rail link between Barnsley and Doncaster.
3. Poor public transport connectivity limits the ability for residents to access employment sites.



*“It is acknowledged that there is a shortage of appropriate employment development sites across Barnsley which is significantly impacting on the ability to generate the number of jobs required to enable Barnsley to contribute effectively to the SCR Strategic Plan and SCR Inclusive Industrial Strategy.*

*New housing developments may create further transport activity in the area and only increase the need and demand for the quality and effective transport connectivity/links in the area”. Barnsley Metropolitan Borough Council*



## [4] A Strong Evidence Base Driving Investment

### Evidence drives everything that we do.

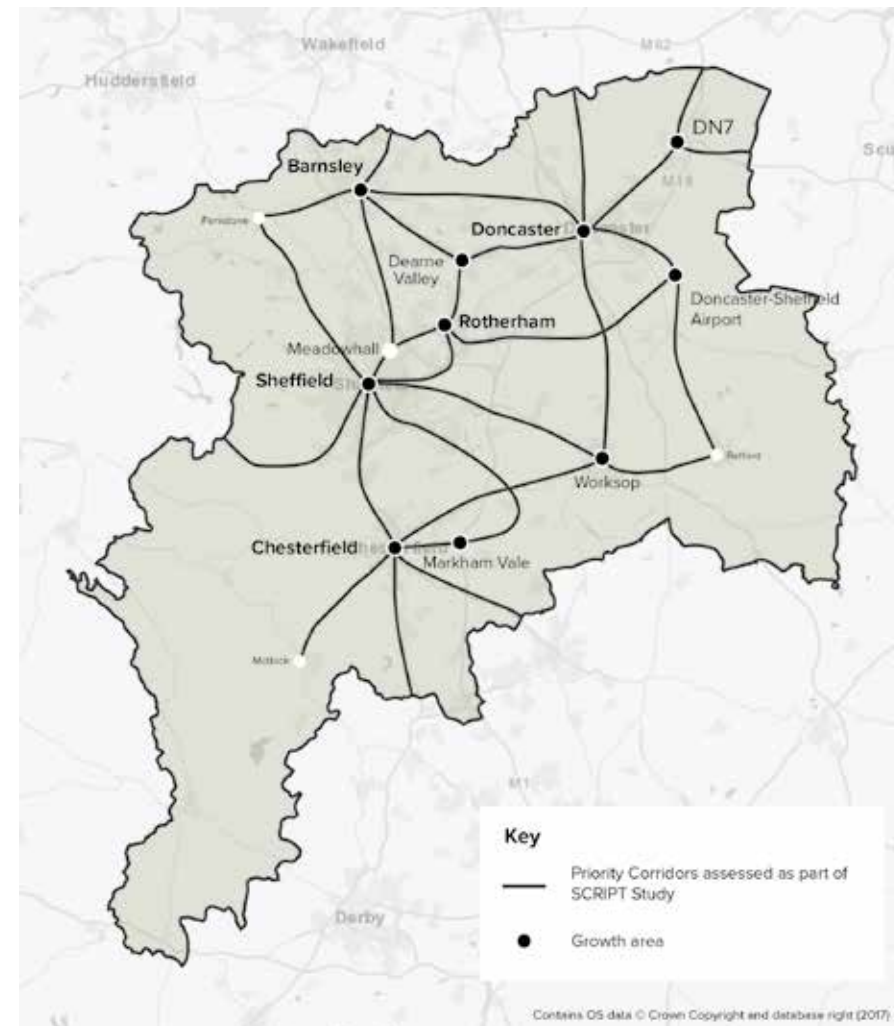
We have just completed a detailed appraisal of transport needs linked to our spatial priorities. This study (Sheffield City Region Integrated Public Transport (SCRIPT)) enables a clear view of transport infrastructure and system priorities and has directly informed this submission.

The study identified a region-wide network of 20 priority corridors. The corridors centre on the regional growth hubs of Sheffield and intersect with the key urban centres of Barnsley, Rotherham and Doncaster, employment areas and transport hubs. The study showed that there is already a high level of demand on many of these corridors resulting in congestion and reliability issues.

SCRIPT provides a robust evidence base on which to prioritise infrastructure investment in key priority areas.

SCRIPT used an evidence led, multi-criteria analysis to score network performance against indicators that included policy fit, social deprivation, access to strategic growth sites and air quality issues.

It examined which corridors have the best case for investment and identified what interventions can be delivered to secure the greatest benefit.



## [5] Who Will Benefit?

### Residents, businesses and UK PLC will benefit from Transforming Cities Fund investment.

#### Economic Opportunities

Through tackling viability constraints we expect that private sector land owners and house builders will be able to bring forward commercial, housing and regeneration schemes. We estimate that the Transforming Cities Fund investment could support the development of 42,900 proposed dwellings and support delivery on 1,600 hectares of employment land.

Businesses will also be better connected to globally significant industry led research facilities such as the University of Sheffield AMRC facilities. Through improved connectivity to Doncaster Sheffield Airport there will be improved access to international markets. The wider Global Innovation Corridor will also create significant agglomeration benefits.

#### Social Opportunities

By better connecting residents to urban centre employment opportunities and key employment growth sites investment in the priority corridors through the Transforming Cities Fund will benefit 107,977 people living in areas of “transport poverty”. \* This accounts for 74% of all areas of transport poverty in the City Region. Residents will be able to access a wider range of learning and research facilities such as the National College for High Speed Rail in Doncaster or AMRC on the AMID.

**Economic Opportunity:** Enhancing access to key housing and employment sites.

**Social Opportunity:** Providing opportunities for deprived communities to gain access to employment and services.

**Transport Opportunity:** Addressing current or future issues that may affect the performance of the local transport network.

**Environmental Opportunity:** Addressing current and future issues that may affect air quality.

#### Transport Opportunities

Transforming Cities Fund investment will enable the Sheffield City Region to tackle numerous congestion hotspots that have a negative impact on journey time reliability across all modes. Without investment, these issues will constrain the growth potential of the city region’s economic assets.

Securing much needed investment through Transforming Cities will ensure that current and future transport issues across all modes, including congestion and reliability issues do not dilute the transformative potential of the Mayoral Combined Authority and LEP ambitions for investment in the City Region.

#### Environmental Opportunities

Transforming Cities Fund investment will enable us to address the challenges of the 19 AQMAs defined by the Department for Environment Food and Rural Affairs (DEFRA) within the GIC area, amounting to 63% of all AQMAs within the City Region and the proposed Clean Air zones for Rotherham and Sheffield. To address air quality issues, the GIC needs investment to improve sustainable transport connectivity, reduce congestion and encourage mode shift, in response to rising car use. This will be achieved through a package of interventions across all modes including a step change in the quality and availability of public transport provision, as well as traffic demand management, and influencing travel behaviour.

*“South Yorkshire has a long and successful track record of working in partnership with transport operators across the region. This has been particularly apparent since 2010 through the development of the Sheffield Bus Partnership, which was then adopted across the region and is the model for the DfT’s Enhanced Partnership Scheme.*

*This successful partnership has resulted in many improvements for customers; including bus priority measures, the most successful multi operator ticketing scheme outside London and over £30m investment in a new, greener bus fleet.*

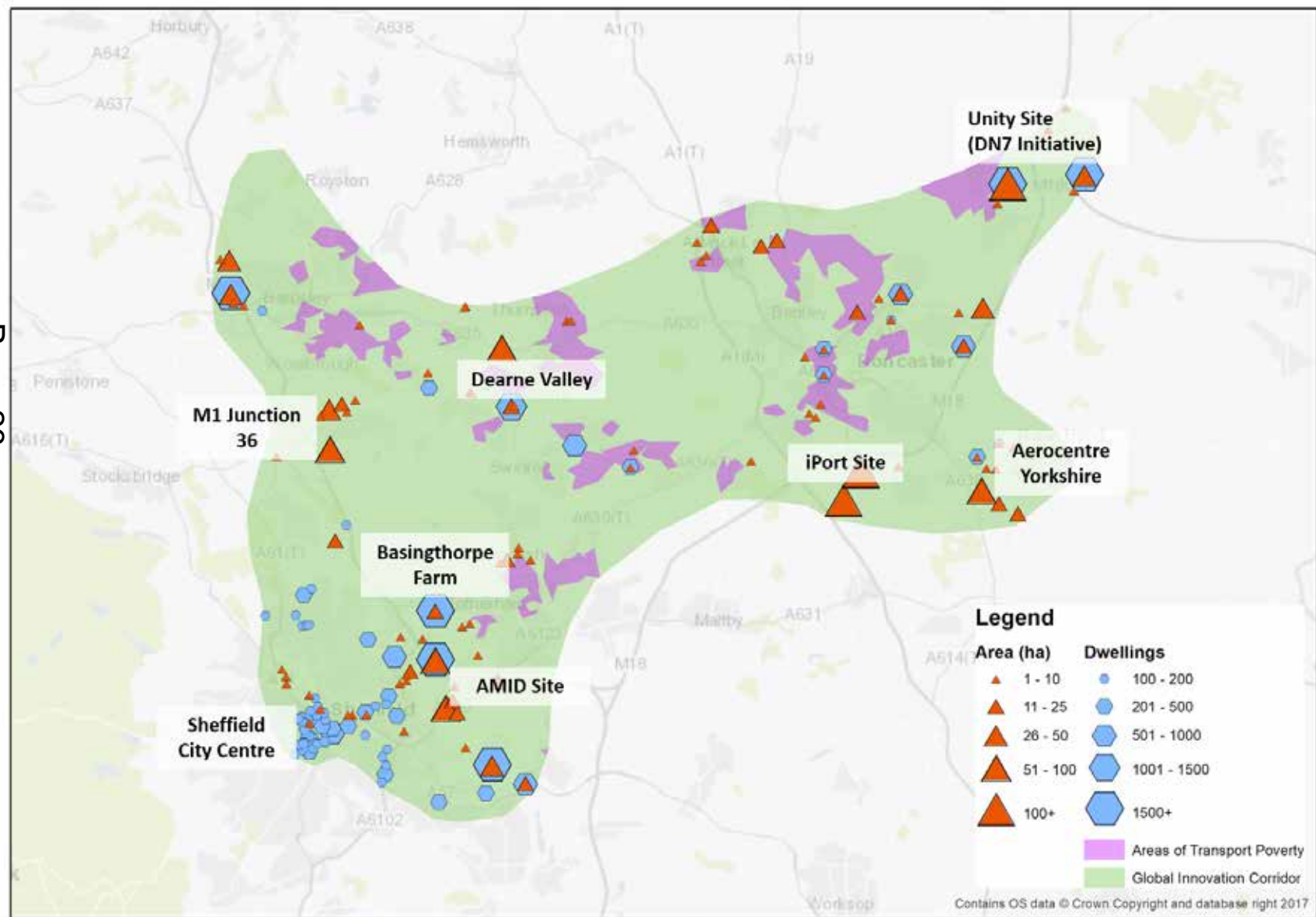
*Whilst there is still more to do, this has been delivered in a relatively short space of time and demonstrates the willingness of our operator partners to match the investment made by the region.”*

*Ben Gilligan, Director of Public Transport, SYPTA*

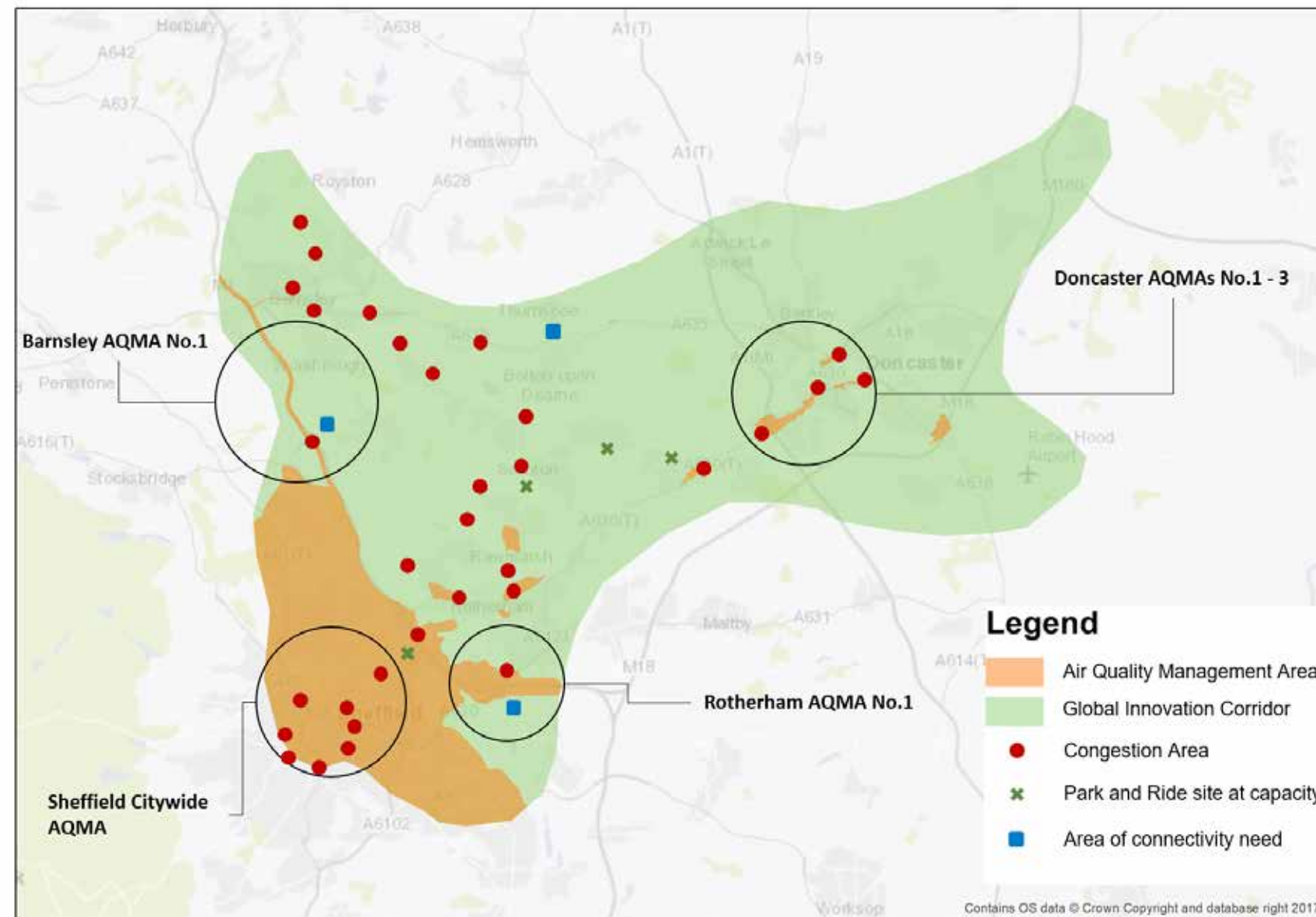
\*“Transport Poverty” is defined as an area of high deprivation where both public transport uptake and car ownership are low.

Areas of Transport Poverty in relation to key employment areas.

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Areas of congestion and poor air quality





## [6] How We Will Deliver National Benefit

Transforming Cities Fund investment will boost national productivity and earning power.

More specifically, SCR's priorities for future transport investment fully align with the DfT's four main objectives for investment decisions, outlined in its Transport Investment Strategy.

**Transforming Cities Fund investment will:**

Create a transport network that works for users, wherever they live

Investment by Transforming Cities is necessary to support a significantly increased demand for travel between key urban centres, new housing and employment sites in this area (as well as existing sites that are poorly connected). Improvements will deliver easier, faster, safer, more reliable, better informed and comfortable transport choices, providing better connections when and where people need to travel to.

Improve productivity and rebalance growth across the UK

Targeted investment in our priority corridors will ensure that the transport network enables the movement of people, goods and services both within the SCR and to adjacent City Regions such as Leeds, Greater Manchester and the Midlands. This will contribute towards a better connected Northern Powerhouse, which would contribute towards a more balanced economy. The priority corridors are entirely consistent and complementary to other major national

infrastructure investment schemes such as HS2 and Northern Powerhouse Rail.

Enhance our global competitiveness by making Britain a more attractive place to invest

Investors need effective reliable international connections to access new markets, integrate operations into their global supply chains and to conduct business efficiently. The Global Innovation Corridor will directly contribute to our attractiveness as an investment location; the arrival of Boeing on the Advanced Manufacturing Innovation District being an example of the opportunity available.

Support the creation of new housing

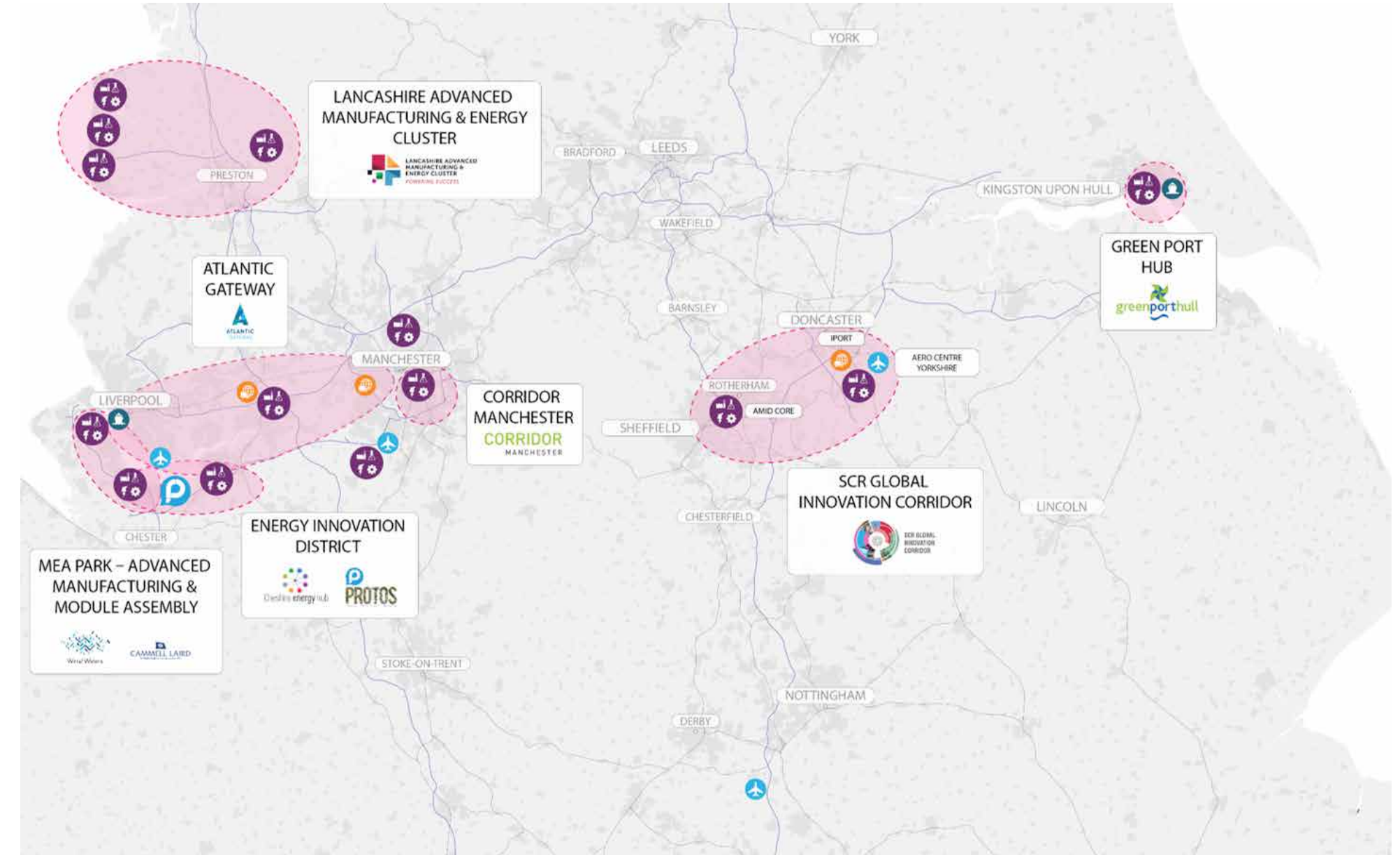
Transforming Cities Fund investment will improve transport provision and connectivity, enabling us to grow and contribute to the UK's housing supply. By making targeted investment in improving transport provision and connectivity in the GIC on these priority corridors, access to currently proposed and potential housing sites will be enhanced. Enabling SCR to achieve the SEP aspiration to unlock 70,000 houses by 2025.



*“The Industrial Strategy emphasises the importance the Government places on creating a business environment which encourages investment and improves productivity. To ensure the full advantage of this investment is gained, more needs to be done to improve accessibility to key locations of growth for communities throughout the region. The Transforming Cities Fund will ensure “access to opportunity” for local people is achieved through a package of sustainable transport improvements, including essential enhancements to the public transport network.”*

*Peter Nears, Strategic Planning Director, Peel Group*

The SCR's Global Innovation Corridor in context of the Northern Powerhouse



## [7] How We Will Deliver Transformational Change

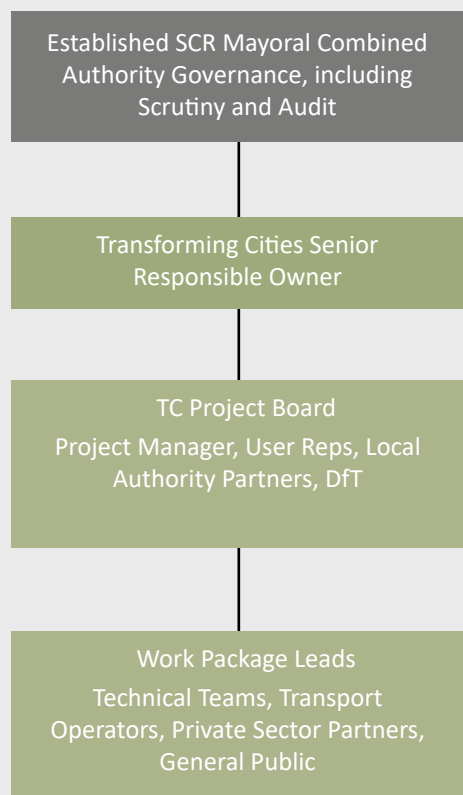
In the last four years the Sheffield City Region has undergone an economic transformation.

Led by a strong public-private partnership embodied in the Mayoral Combined Authority and Local Enterprise Partnership we have been at the forefront of devolution and local control over the decisions that matter to residents and businesses.

Our efforts are being rewarded.

- 1) The economy is growing – Sheffield City Region has shown a gain of 37,000 jobs between 2014 and 2017. Activity led by the LEP and Combined Authority has directly contributed 16,000 new jobs and leveraged approximately £318 million of private sector investment.
- 2) Our headline target was to increase GVA by 10% (or £3.1bn). Since we set this target we have been growing at around double the target rate, averaging over 2% in 2013-15. If we continue this rate of growth, we will hit our £35bn target in 2018, 6 years ahead of schedule.
- 3) We set an ambitious jobs growth target of 70,000 net new jobs in ten years. This was ambitious. But we are now approximately 4 years ahead of schedule.
- 4) We set an ambitious business start-up target of 6,000 new start-ups by 2024. The enterprise birth rate has not just reached the required level to hit this target, but exceeded it massively. In just three years, SCR has already achieved 5,670 of the 6,000 additional enterprise births, and this has continued to rise annually since 2010.
- 5) For the first time in a generation it is private not public sector jobs growth that is driving our economy.

### SCR Delivery Structure for Transforming Cities co-production phase



### We focus relentlessly on project assurance, programme management and strategy led commissioning

Internal to the SCR Executive, and responsible for scheme appraisal and assurance is the Assurance Panel. This panel underpins the programme board. Chaired by the Deputy MD and includes the Deputy S73 Officer, CA Legal and the Assistant Directors (ADs) for the Programme Management Office (PMO), Assurance and Operational Contracts. The SCR has also established a Central Independent Assurance Team (CIAT) Panel to provide external/independent support.

### We work in partnership

With our Local Growth Fund programme and devolved skills funding we have in place a range of programmes of investment in place with Homes England, the Department for Work and Pensions, the Ministry of Housing, Communities and Local Government and the Department for Business, Energy and Industrial Strategy. We also collaborate with local partners and through governance structures such as the Sheffield City Region Trade and Investment Board and the Sheffield City Region Science and Innovation Board. We are well placed to align whole packages of investment alongside Transforming Cities Fund.

### Strong governance mechanisms

The Mayoral Combined Authority provides strong leadership. The MCA brings together the four councils of Barnsley, Rotherham, Doncaster and Sheffield in a formal partnership. The MCA works alongside the private sector through the Local Enterprise Partnership. This structure is underpinned by a series of Executive/Delivery Boards, a Programme Board, an Audit Committee and Overview and Scrutiny Committee.

### Programme of investment underway

The SCR is half way through the delivery of its Local Growth Fund programme. This includes £283m being spent on transport and infrastructure to bring forward key developments across the City Region. This in turn is leveraging £553m in wider investment, unlocking 71,846 jobs and 6,835 homes.

More broadly than LGF, the MCA is investing a further £178m[1] in transport between 2015/16 and 2020/21 through a range of initiatives. With the budgets for this investment set by the MCA, the Authority has the ability to align this with any funding secured from the Transforming Cities Fund.

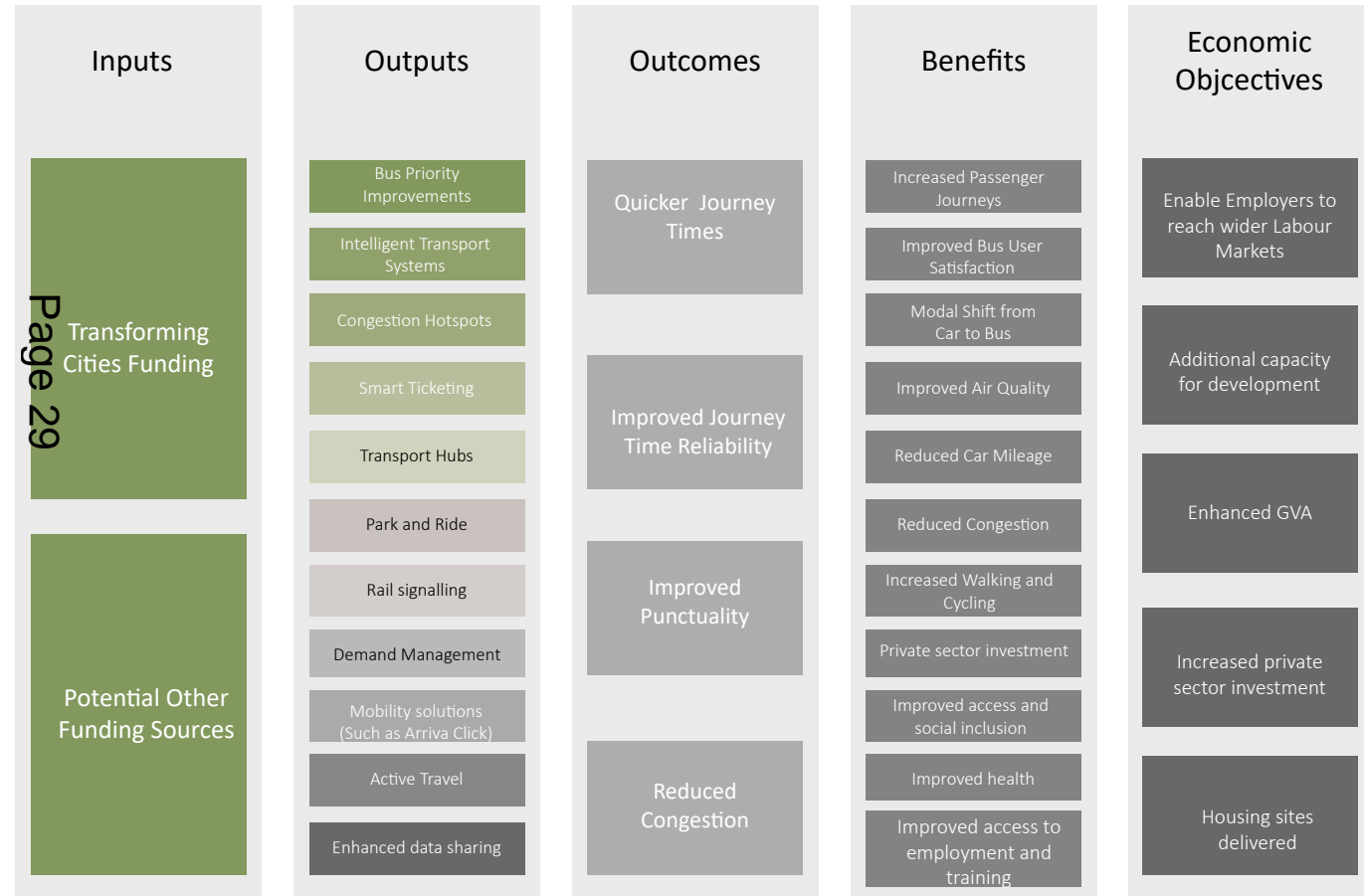
### Experience of investing in transport

Since 2011, the city region has benefited from £133 million investment in sustainable transport, including a large programme of public transport and behaviour change initiatives. SCR was also the only Local Sustainable Transport Fund application to receive full funding from the Department for Transport (DfT) to enable access to employment and training. Successful delivery of the Better Bus Area Fund was followed by Sheffield being designated as an exemplar Better Bus Area by DfT in recognition of the success of the ground breaking Sheffield Bus Partnership.



### Moving Forward into Transforming Cities Phase 2

This diagram illustrates a clear logic map which links Transforming Cities to key transport deliverables and economic outcomes. This demonstrates we have a clear strategy for implementing schemes identified through Phase 2 of the Transforming Cities process.



Through the established propositions of the city region's Infrastructure Plan (SCRIIP), the SCRIPT study, and the emerging Local Cycling and Walking Infrastructure Plan (LCWIP), SCR is in a position to develop and implement a programme of schemes which will influence future travel choice and enable inclusive, sustainable access across the SCR. This process has already been front-loaded through significant partner authority and transport operator engagement, and is fully supported by both public and private sector partners

## [8] Why Invest?



## [9] Supporting Partners

“Our experience in Doncaster is that transport infrastructure investment is the key to unlocking economic growth and we have a number of impressive recent examples to illustrate this, such as Great Yorkshire Way. Doncaster has much to contribute to the economic success of the North and is forecast to be the 6th largest growing economy in Yorkshire; overtaking Hull, York and Barnsley over the next 20 years.” - Doncaster Metropolitan Borough Council

Sheffield is a city which is undergoing significant change and growth. We face a number of challenges including a shift to a more dynamic and productive economy and adapting to a growing and diversifying population. We have the opportunity to make Sheffield a place where everyone can access opportunities without mobility constraints. Transport has a key role to play in addressing these challenges and opportunities, and delivering benefits which can be shared by all.” - Sheffield City Council

“Rotherham has a growing economy, evidenced by continued investment from globally recognised companies such as Rolls Royce, Boeing and McLaren. It is an important contributor to the SCR economy at £4.3 billion GVA, accounting for roughly 13% of the SCR’s economic output. A recent report from the Centre for Business and Economic Growth revealed that Rotherham’s GVA growth in Q3 2017 was the 8th fastest growing economy in the UK. This figure is predicted to increase over the next 10 years as Rotherham will play a greater role in retaining and attractive high GVA industries in the Advanced Manufacturing sector.” - Rotherham Metropolitan Borough Council



“It is essential that the Sheffield City Region grows economically and that quality of life is improved for our people and without the development of high quality public transport corridors across the region these outcomes will be difficult if not impossible to achieve. The South Yorkshire region has a much higher use of car as the mode for travelling to work than many regions with a consequent detrimental effect on our air quality. We must therefore ensure that greater use of public transport occurs and the Transforming Cities bid submission should it be successful, will facilitate this.” Matt Davies, Managing Director Stagecoach Yorkshire.

For more information contact:

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Sheffield  
 City Region



Time	Destination	Plat	Expected
16:35	Huddersfield	4A	On time
16:37	Norwich	7	16:38
16:38	Lincoln Central	3A	On time
16:40	via Manchester Picc	2A	On time
16:45	Leeds	1B	On time
16:52	Express to Leeds via Barnsley	2	On time
	Newcastle		

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 Departures 16:18:14



## Transforming Cities Tranche 2 – briefing for Members October 2019

### Headline summary

- **Department for Transport (DfT) Transforming Cities Fund could provide the opportunity to invest up to £85m in sustainable travel in Sheffield over the next four years**
- **As a mix of active travel (cycling and walking) and public transport (bus) in defined corridors**
- **Huge opportunities – and risks including the challenging timelines set by DfT**

### Background

Sheffield City Region (SCR) is invited to submit a business case in competition for a share of £1.2 billion of Department for Transport funding, over the financial years 2019/20 to 2022/23.

The Transforming Cities Fund (TCF) aims to drive up productivity through improved connections between urban centres and suburbs. Specifically, the fund is to invest in infrastructure to improve public and sustainable transport connectivity. This presents a fantastic opportunity to deliver on a number of key sustainable transport projects that support the city's economy, environment and equalities priorities as set out in the adopted [Sheffield Transport Strategy](#)

Additionally, the Fund aims to support wider cross-cutting priorities:

- Improving access to work and delivering growth
- Tackling air pollution and reducing carbon emissions
- Delivering more homes
- Delivering apprenticeships and improving skills.

SCR submitted a draft Strategic Outline Business Case (SOBC) in June this year which received positive feedback from DfT. The final SOBC has to be submitted by 28 November. The full City Region ask will be for the sum of £215 million, of which £85 million is allocated to projects in Sheffield. A report is going to the Combined Authority on 18 November.

These are all indicative sums at the moment. SCR and the Districts will hear back from DfT about the success of the bid in March 2020 and it is likely that substantial funding will be available, although not to the full extent of the bid.

At this point, detailed scheme proposals are not well advanced. However corridors for intervention, with at least 50% funding for active travel, were agreed through SCR before the June draft SOBC.

The active travel interventions are being developed largely using the SCR's Local Cycling and Walking Infrastructure Plan (LCWIP). That was prepared by Sheffield on DfT advice, and using the Propensity to Cycle (PCT) tool; leading up to March 2019. SCR intends to roll it up into the Active Travel Implementation Plan which is currently in preparation.

All cycling infrastructure will be designed to a high standard, to be agreed with the SCR Active Travel Director and the Active Travel project governance.

Public transport interventions are being developed using delay data provided by SYPTE, the bus operators and linked to SCC Network Management experience.

The following summarises Sheffield's proposals which are still under development. This is a competitive bid and subject to the final DfT funding settlement the scale of the programme may change.

All proposals will be subject to ongoing engagement and communications starting in November and leading up to formal scheme consultation, from summer 2020. There is more information on this later in this briefing note.

### **How and why these areas were selected**

Sheffield Transport Strategy, adopted by March 2019 Cabinet, took a long term view (to 2035) of how the city's transport network should respond to the challenge of growing Sheffield in a sustainable and equitable way. This evidence led approach, showed the need to link together areas of existing residential and housing growth to employment opportunities in the city centre and across the Lower Don Valley. A series of key corridors were identified for interventions to deliver new mass transit and safe cycling routes. TCF criteria to deliver better connectivity were a good strategic fit with the work already carried out.

### **Sheffield proposals – 1) active travel**

- **Lower Don Valley cycling improvements**

Development of a core cycle route connecting city centre to Advanced Manufacturing Park corridor, including spur to Olympic Legacy Park, with supporting measures in surrounding streets to ensure comfort and safety of cyclists feeding into core route from adjacent residential and employment areas.

- **Nether Edge 'Wedge' cycling improvements**

Development of a core cycle route connecting Nether Edge to the city centre, with supporting measures in surrounding streets to ensure comfort and safety of cyclists feeding into core route from adjacent residential and employment areas.

- **Housing Zone North walking & cycling improvements**

Two elements –

- Creation of active travel route from Sheffield City Centre to Neepsend, to deliver first part of Upper Don Valley route and to build upon infrastructure proposed / under construction under Sheffield City Region Infrastructure Fund (SCRIF) and Housing Infrastructure Fund (HIF) and support housing growth.
- Improved walking route from Abbeyfield Park through to the city centre via Pitsmoor and Burngreave. The routes will require interventions to improve and protect footways and crossing points.

- **Cross-city cycling improvements**

Development of a core cycle route link across the city centre, connecting the three corridors described above and enabling cross-city cycling trips.

- **Magna – Tinsley – Meadowhall cycling connectivity**

Development of core routes connecting to Meadowhall and linking with RMBC's proposals on Bawtry Road and Sheffield Road (envisaged to consist of separate cycle tracks), with supporting measures where required to ensure comfort and safety of cyclists feeding into core route from adjacent residential areas, notably in Tinsley.

## Rationale

The proposals deliver parts of the top three priorities identified for cycling in Sheffield both in the Local Cycling and Walking Infrastructure Plan and Sheffield's Transport Strategy. These identify core routes (as is required by the DfT's LCWIP approach) but also include substantive works in surrounding 'feeder areas', ensuring cycling can be made safer door-to-door and the benefits are felt in local communities.

The routes have been prioritised based on likely uptake of cycling by ordinary people (as opposed to the narrow demographic that might currently cycle) and, in particular, where this is likely to result in reduction in car usage.

The walking intervention is the priority route identified in the LCWIP, Burngreave being an area of multiple deprivation and with lower levels of walking to work despite proximity to City Centre and relatively high level of unemployment. In addition, place making work has been already carried out along parts of the corridor (although it is not consistent) and there is an opportunity to link to Parkwood Springs development.

## Sheffield proposals – 2) public transport

- **Cross-city bus improvements**

Improved priority and stops for buses in the city centre, as a first phase of the public transport box, again a key component of the Transport Strategy. This will focus on the west, south and east sides of the 'box' (the north side along High St/Church St/West St, shared with the tram, will necessarily be longer-term). It is envisaged that this will include works along Rockingham Street, Arundel Gate and Eyre Street, with consequential service alterations. We are working closely with other SCC officers involved in Heart of the City, Future High Street Fund bid and counter-terrorism etc. to bring as much synergy as possible between projects – for example, whether the package of works could facilitate reducing traffic on Pinstone Street by the Peace Gardens.

- **AMID / 52 route bus improvements**

Bus priority measures on the 52 and X1 corridors through Attercliffe and Darnall and towards Meadowhall. This is envisaged to include restrictions on access to the bus route by through traffic, with facilitating works on diversion routes (e.g. the removal of a redundant bridge on Brightside Lane).

- **Housing Zone North bus corridor**

Public transport priority and infrastructure works, and busstop enhancements, to expedite bus services through Kelham and Neepsend and support housing growth. Conceptually, a revised one-way system in Neepsend to provide a prioritised route through area for buses, separate from most motorised traffic is envisaged. Also to include complementary works to enhance pedestrian access to, and quality of, bus stops.

- **South west bus corridor improvements**

Public transport priority and infrastructure works, to expedite bus services between residential areas to the south west of Sheffield, and employment areas in the city centre, AMID, AMP & Sheffield Business Park. The focus would be on Abbeydale Road/London Road and could include Ecclesall Road too.

## **Rationale**

Joined together, the improvements are intended to result in faster, more reliable and improved bus services between the South West, Housing Zone North, City Centre and AMID and address:

- High levels of car usage from the South West for trips into and across the city centre, with its attendant adverse consequences (in particular congestion, pollution);
- Existing issues of poor bus service speed and reliability;
- In the case of the city centre, existing issues regarding congestion of buses but also supporting a better quality of environment and walking and cycling. We are exploring funding opportunities via TCF for a trial electric bus service to ensure that public transport is available in the core of the city centre for those who need or desire to use it

SYPTTE and the bus operators have had some initial input to ensure support for the bid. As proposals develop, it is intended and expected that they will be willing to make improvements which have synergy with them.

## **Rotherham proposals pertinent to Sheffield**

As part of their indicative allocation, Rotherham MBC is proposing four schemes that would assist passengers to/from Sheffield. These are

- A new park and ride site at the existing Parkgate tram-train stop;
- A new tram-train stop with park and ride at Magna;
- A new cycle route linking Rotherham to Meadowhall via Sheffield Road; and,
- A new cycle route linking Sheffield Business Park, Brinsworth to Meadowhall via Bawtry Road.

## **Programme opportunities and risks**

The TCF bid provides an opportunity for major investment in sustainable travel and, in particular, develop cycling infrastructure to an extent not seen previously in the city and city region.

Because of the timescales laid down by the DfT, feasibility work on potential interventions will need to be initiated in the current financial year (2019/20).

At this early stage detailed proposals are not yet developed but it should be noted that through the community engagement and scheme option development process that there may be options developed that impact on sensitive issues, including kerbside parking, street trees and vehicle access. Where this occurs it will be considered with the full involvement of affected parties and stakeholders to determine the best overall approach. In this sense there are also likely to be opportunities related to these issues.

Timescales will be stretching throughout the programme and, of course, there will be those who object to elements of it or feel that there are better alternatives. Due to these timescales, the ability to make changes, as interventions develop, are likely to be limited. It is therefore important, so far as possible, to get things “right first time” – hence the need for excellent engagement throughout the process – early involvement of key stakeholders and working closely with communities, alongside ongoing communication leading up to formal consultation.

This should help to gain broader understanding and support for schemes and help bring proposals to fruition so that programme benefits are captured. To that end, a Communications Plan is in development

and input from Members will be invaluable. Key to TCF communications will be a focus on the “bigger picture” of benefits from such multi-million pound investment in local communities. Proposed messages focus on

- Reducing inequality by minimising impact of car use on poorer parts of the city
- Addressing climate change and improving air quality
- Better quality of life in neighbourhoods

These will be fine-tuned to reflect the local priorities in the TCF areas which emerge from early engagement.

The key elements in delivering these messages will be

- Emphasis on “why” we are doing these schemes (as above)
- Immediate engagement with key stakeholders to try and win over third party advocates living / working in the scheme areas and to keep them briefed as schemes unfold
- Utilisation of most appropriate channels to disseminate location specific information including for onward use by supportive individuals and groups

In relation to the declared Climate Emergency, this programme represents an opportunity to reduce carbon emissions by a small amount, providing positive improvements to less carbon-intensive forms of travel. Programme delay and/or failure could damage our credibility with DfT when bidding for future funding streams and thus the investment that the city needs to decarbonise.

[TCF Scheme Area Engagement by Ward – please see map overleaf](#)







## Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee Tuesday 12<sup>th</sup> November 2019

**Report of:** Policy and Improvement Officer

**Subject:** Work Programme 2019/20: Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

**Author of Report:** Alice Nicholson, Policy and Improvement Officer  
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 0114 273 5065

The Work Programme is attached at Appendix 1 for the Committee's consideration and discussion. It aims to focus on a small number of issues, in depth. This means the Committee will need to prioritise issues to be included on formal meeting agendas. 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 paper.

The Work Programme will remain a live document and will be brought to each Committee meeting.

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

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

**The Scrutiny Committee is being asked to:**

- Consider and comment on the committee's draft work programme
- Identify, prioritise and agree topics for inclusion in the work programme

**Background Papers:** [Sheffield Council Constitution](#)

**Category of Report:** OPEN

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

**DRAFT WORK PROGRAMME 2019/20**

**Last updated:** 4<sup>th</sup> November 2019

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

<b>E&amp;EWB</b>			
<b>Topic</b>	<b>Reasons for selecting topic</b>	<b>Lead Officer/s</b>	<b>Agenda Item/ Briefing paper</b>
<b>Tuesday 23rd July 2019 4.30-6.30</b>			
<i>Air Quality Consultation</i>	<i>Issue carried forward from last year, Committee requested input into the consultation process and the outline business case</i>	<i>Laurie Brennan, Head of Policy and Partnerships Tom Finnegan-Smith, Head of Strategic Transport and Infrastructure</i>	<b>Agenda Item</b>
<i>Bus Services Review</i>	<i>Current Review being led by Clive Betts and supported by Sheffield City Region</i>	<i>Jo Kaczmarek, Sheffield City Region</i>	<b>Agenda Item</b>
<i>Draft Committee work programme 2019/20</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>	

<b>Tuesday 3rd September 2019 4.30-6.30</b>			
Visit to Veolia Energy Recovery Facility	Agreed at meeting held on 23rd July 2019		<b>Visit</b>
Recycling progress report	Agreed at meeting held on 23rd July 2019	Gillian Charters	<b>Agenda Item</b>
Work programme 2019/20		Policy and Improvement Officer	<b>Standing Item</b>
<b>Tuesday 22nd October 2019 4.30-6.30</b>			
Update of Brexit impact on Sheffield	Continuing the Committee's look at the potential impact on Sheffield of Brexit	Cabinet Member for Finance, Resources and Governance; Eugene Walker; Richard Wright (SCCI); Maddie Desforges (Sheffield VAS)	<b>Standing Item</b>
Sheffield City Trust (SCT, this includes SIV)	Cash flow loan to SCT (SIV) - An update on why the need for the loan, implications for our city leisure offer	Cabinet Member for Finance, Resources and Governance and Cabinet Member for Culture, Parks and Leisure; Ryan Keyworth and Tammy Barrass	
Work programme 2019/20		Policy and Improvement Officer	<b>Standing Item</b>
<b>Tuesday 12th November 2019 4.30-6.30</b>			
Heart of the City 2 Update	Continuing consideration of/watching brief on city centre growth and development	Cabinet Member for Business and Investment, Nalin Seneviratne	
Transforming Cities Fund (Sheffield bid update)	Consideration of how Transport Strategy will be delivered; and what we are doing for Active Travel in the city	Cabinet Member for Transport and Development, Tom Finnegan-Smith	

Division Street temporary closure	Update for the Committee on this recent activity	Cycle Sheffield	
Work programme 2019/20		Policy and Improvement Officer	<b>Standing Item</b>
<b>Tuesday 14th January 2020 4.30-6.30</b>			
Monitoring and Evaluation of all transport infrastructure schemes	Requested by Committee following the call in of the Sheffield Inner Ring Road and Junctions Scheme during 2018/19	Cabinet Member for Transport and Development – Bob Johnson; Tom Finnegan-Smith	<b>Agenda Item</b>
Annual update on Streets Ahead Contract	Committee requested this be brought to the committee annually following the Post Core Investment review of the contract in 2018/19	Cabinet Member for Environment, Streetscene and Climate Change - Mark Jones; officers	<b>Agenda Item</b>
Page 40 PBC when - City Centre Growth and Development	<i>City Centre Vision</i>	<i>Tammy Whitaker</i>	
Work programme 2019/20		Policy and Improvement Officer	<b>Agenda Item</b>
<b>Tuesday 17th March 2020 4.30-6.30</b>			
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	<b>Agenda Item</b>

Items to be scheduled			
Climate Change		Cabinet Member for Environment, Streetscene and Climate Change	
Bus Service changes, Sheffield Bus Partnership and SCR Bus Review	Requested to be on the work programme by Committee in 2018/19. Requested reps from bus operators. To be further determined by item on 23rd July 2019	Cabinet Member for Transport and Development; Sheffield City Region (Mayor or Mayor's office); SYPTE; Tom Finnegan-Smith	<b>TBC when</b>
Transport Strategy – SCR Active Travel Project; and role of cycling	AN update on SCR Active Travel Project and progress report on role of cycling as requested by Committee in 2018/19	Cabinet Member for Transport and Development; SCR - Dame Sarah Storey, Pete Zanzottera (SCR Active Travel project director); Cycle Sheffield	<b>TBC when</b>
Employability/Inclusive and Sustainable Economy	Look at Case Studies e.g. Boeing/Maclaren – job numbers, universities for progression; Pretty Little Things – positive employment practices; Meadowhall – local jobs	Mazher & Abtisam; EHN – protected characteristics participation/represented; Yvonne Asquith	<b>January 2019?</b>
Sheffield City Region Mayoral Combined Authority & LEP	Invitation to Mayor to attend a meeting to discuss priorities, particularly transport ( <i>report back on the SCR bus survey and review?</i> )		
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?		
Sheffield Plan	Update on Local Development Plan timeline; and involvement of scrutiny	Cabinet Member for Transport and Development	
Local Development Scheme (LDS)	Revised LDS for the local development plan approved as an ICM 23.10.2019	Cabinet Member for Transport and Development	

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