

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Tuesday 17 March 2020 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

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.

PUBLIC ACCESS TO THE MEETING

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

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

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

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

If you require any further information about this Scrutiny Committee, please contact Deborah Glen, Policy and Improvement Officer on 0114 27 35065 or [email deborah.glen@sheffield.gov.uk](mailto:deborah.glen@sheffield.gov.uk)

FACILITIES

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

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

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
17 MARCH 2020**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 5 - 10)
To approve the minutes of the meeting of the Committee held on 14th January, 2020
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Annual Update on the Streets Ahead Contract** (Pages 11 - 38)
Report of the Head of Highway Maintenance
- 8. Sheffield Leisure Development Strategy** (Pages 39 - 44)
Report of the Executive Director, Place
- 9. Strategic Partnership Approach to Flood Risk Management in Sheffield** (Pages 45 - 52)
Report of the Director of City Growth
- 10. Scrutiny Progress Report 208/19 to 2019/20 and Draft Content and Work Programme 2020/21** (Pages 53 - 58)
Report of the Policy and Improvement Officer
- 11. Date of Next Meeting**
The next meeting of the Committee will be held on a date and time to be arranged

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ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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

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

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

You **must**:

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

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

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

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

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

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

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

You have a personal interest where –

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

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

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

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

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

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

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Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee

Meeting held 14 January 2020

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair),
Dianne Hurst, Alan Hooper, Abdul Khayum, Bryan Lodge,
Mohammed Mahroof, Barbara Masters, Ben Miskell, Martin Smith and
Paul Turpin

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Neale Gibson, Moya O'Rourke, Sioned-Mair Richards and Chris Rosling-Josephs.

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF THE PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 12th November 2019, were approved as a correct record and, arising therefrom, further to a query raised by Councillor Martin Smith, with regard to the report on the update on the financial position of the Sheffield City Trust, the Policy and Improvement Officer (Alice Nicholson) reported that this item had been scheduled for the Committee's meeting to be held on 17th March 2020, at which a report on the updated financial position was to be submitted, and which would also include details of any action and activity taken place since October 2019.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Members of the public raised questions as follows:-

5.2 Kevin Leah

5.2.1 Please could I and other volunteer litter pickers at the Ponderosa, discuss the plans for improvement and investment of the Ponderosa Park, Uppertorpe, with the Committee, at its next meeting to be held on 17th March 2020. The volunteers would like to discuss the ongoing work following the 2018 public consultation.

5.2.2 The Chair stated that the Committee would discuss the request and a response

would be sent to Mr Leah.

5.3 Brian Holmshaw

5.3.1 I would like to ask, with reference to the proposals regarding the Station/Sheaf Valley, as part of the presentation to be made at this meeting, whether the dual carriageway that was shown as being on previous versions of the illustration, was still there? It was between Park Hill and the Station, and if built, would further isolate the communities beyond the tram tracks at this point.

5.3.2 Edward Highfield (Director of City Growth) stated that proposals for this area were included as part of the HS2 Masterplan, and reference would be made briefly to such plans as part of the presentation at this meeting. Mr Highfield added that a report was due to be submitted to the Cabinet, at a meeting to be held in March 2020, seeking endorsement to the Masterplan.

6. CITY CENTRE GROWTH AND DEVELOPMENT

6.1 The Committee received a presentation from Edward Highfield (Director of City Growth) and Tammy Whitaker (Head of Regeneration and Property Services) on 'Regenerating our City Centre'.

6.2 Edward Highfield stated that the information in the presentation represented a series of very broad proposals, together with details of progress. He added that the City Centre was very important in terms of commerce, retail and leisure, as well as being a major economic driver within the City Region economy. He stated that, whilst there were many other elements to the City Centre, the presentation primarily focused on its proposed physical regeneration.

6.3 Tammy Whitaker stated that the overall aim was for the City Centre to become a vibrant place of ambition, creativity and inclusiveness, and she referred to a map, which was displayed at the meeting, which highlighted the locations within the City Centre where regeneration and development activity had taken place, and was planned, between 2019 and 2021. Ms Whitaker referred to a number of recent successes with regard to development in the City Centre, relating to commercial and residential development, university investment and creating sustainable places. She also referred to a number of priority areas in terms of future development, which included West Bar, the Station/Sheaf Valley, Castlegate and Fargate/High Street, and reported on proposals regarding City Living, which included the provision of affordable, sustainable and high-quality accommodation in and around the City Centre area. Ms Whitaker stressed that many of the schemes discussed during the presentation were not Council-led, but were private sector-led schemes where the Council had an enabling and facilitating role.

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

- It was accepted that proposed development schemes in the City Centre were reliant on the private sector, and therefore, the buoyancy of the market. At

the same time, it was acknowledged that the private sector had been instrumental in terms of driving forward a number of development schemes. Regeneration was a long-term, iterative process, and there would always be regeneration opportunities in large cities such as Sheffield. The Council's role was to encourage and support the private sector, and sometimes, this would involve taking risks.

- In terms of any regeneration plans, it was necessary to find out what was important to, and for, the City. There was also a need, through effective communication and marketing, to sell the City internationally, which would hopefully result in further visitors and investment. Marketing Sheffield was currently responsible for this area of work, and there had been a significant shift in terms of the quality of advertisement and promotion material over the years, which included greater use of social media.
- There had been a major change over the last 20 years in terms of how the regeneration of the City had been led. Around 20 years ago, there was the Sheffield One Masterplan, which comprised seven major projects, the majority of which were public sector-led schemes. Now, the investment in the City Centre was mostly private sector-led. However, it was important to learn the lessons of over-reliance on major investors. It had been considered that the most effective way to implement regeneration was to make progress incrementally, whilst ensuring that there was still an overall vision.
- Phases 1 and 2 of the Grey to Green element of the Creating Sustainable Places initiative had only been part-funded by the European Union (EU). It was not clear how the Shared Prosperity Fund, which was to replace the EU funding programme would work. The Grey to Green schemes often acted as a catalyst for private sector funding and investment, and it was believed that such schemes would remain as a key priority for the City, given the current climate change ambitions.
- There were still plans, as part of the redevelopment of Castlegate, to create a public park around the site of the former Sheffield Castle, with the remains of the Castle being a key part of the plans. Such plans also included residential and employment proposals. The scheme needed to be commercially viable and deliverable, and the Council would commence the process of looking for a development partner during 2020.
- Whilst the business rates in the City Centre were set by Central Government, there were a number of schemes run by the Council, where small businesses could apply for rate reductions.
- As well as local businesses, the Authority wanted to attract businesses with an international outlook, and able to trade with the rest of the world.
- Whilst it was accepted that the ethos and nature of the retail offer on Devonshire Street had changed over the years, it was believed that this had been down to the success of some of the businesses in that area, which had

resulted in them outgrowing their premises, and other businesses moving in. The Council would continue to help and support local businesses grow in the City, and was actively looking for suitable areas in and around the City Centre to locate such businesses.

- It was not possible for the Authority to give any assurances or guarantee that affordable housing would be provided by private developers as part of residential developments. It was simply a case of whether it was a viable option for the developer. Whilst it was accepted that there was a need to increase the supply of affordable housing, the Authority could not guarantee, as part of the planning process, that developers provided such accommodation. Developers could challenge any requirements made by the Authority on viability grounds. Land was owned by developers and could be left vacant and undeveloped if schemes were unviable.
- No details could be provided in connection with the planned restructuring of the Planning Service as consultations were currently taking place. However, it was believed that following such restructuring, the Authority would still be in a position to deliver a modern and fit for purpose Planning Service.
- It was not expected that any change in Central Government would have any major effects on the National Planning Policy Framework, as such Framework was set fairly firm. There was no indication that there would be any specific risks.
- The Authority was currently looking at the possibility of pedestrianising further areas in and around the City Centre, through the Transforming Cities Fund. The Authority was optimistic that it would be successful in terms of a funding bid, which would hopefully result in the receipt of between £40 to £60 million over the next four years, to be used for sustainable travel. There had been no firm plans or proposals to date, but various options would be investigated, which would include wider requirements, such as amending bus routes.
- The Authority was one of many partner organisations involved in the regeneration of the City Centre, and no longer had sufficient resources or access to funds that it had in the past. It had become more of a team approach now, with the Authority now playing more of a supporting role. It was hoped that, as with the Heart of the City project, the development schemes now referred to would help to facilitate other development schemes.
- There was no set budget for development schemes in the City Centre, with each scheme being dealt with, and funded, on a project by project basis. The Authority was currently looking at key priorities, as well as funding options, including the City Region Infrastructure Fund, monies from which had been used to fund several development projects over the last few years. A sum of approximately £8 million had been set aside by the Authority for land assembly purposes, with £3 million of this having been identified specifically for residential development. In some cases, developers would express an interest following the sale of land by the Authority, or where the Authority had

purchased land under a Compulsory Purchase Order and where, in some instances, the developers would pay the Authority's legal fees.

- The Authority had not yet signed any deal in connection with the proposed large office development at West Bar following recent Cabinet approval of the scheme. If the Authority took a lease, as intended, it was not likely that the office space at West Bar would remain vacant for the term of the lease and, indeed, the Authority could actually make a surplus in terms of sub-letting some of the space.
- With regard to city living, particularly in those areas where such planned developments/communities were split by major arterial roads, there were plans to create linkages by means of implementing traffic-calming measures, stopping certain uses on the roads, making improvements to road junctions and pedestrian crossings, and providing cycle paths.
- There were no detailed plans regarding the proposed City Living development within the Housing Zone North. It was envisaged that the development, planned for the area, would comprise a mix of new build and refurbished accommodation.
- There were no detailed plans with regard to the proposed development at Castlegate (Canada House). The Authority was in regular dialogue with The Music Academy, and it was likely that the development would include a mixture of Council and other external funding, such as Arts funding.
- It was planned that the various regeneration and development schemes would be prioritised, and applications for funding would be made to the Corporate Infrastructure Fund, details of which would be reported through the Cabinet process.
- Whilst every opportunity would be made to maximise the benefits from HS2, there would be significant physical constraints with regard to developing the Station/Sheaf Valley area, particularly heading to the north of the City. There were plans to take some local services off the main network and move them on to the tram/train network. Other major issues, such as flooding risks and taxis, would have to be considered.
- The Authority had submitted a bid to the Future High Street Fund, which would include funding to acquire some properties and would provide an option to open up some of the upper floors for residential development.

6.5 RESOLVED: That the Committee:-

- (a) notes the information reported as part of the presentation, and the responses to the questions raised; and
- (b) thanks Edward Highfield and Tammy Whitaker for attending the meeting and responding to the questions raised, and requests that they attend a future

meeting of the Committee to report on the progress of the regeneration of the City Centre.

7. WORK PROGRAMME 2019/20

- 7.1 The Committee received a report of the Policy and Improvement Officer (Alice Nicholson) containing the Work Programme for 2019/20.
- 7.2 Further to issues raised by Members of the Committee, the Policy and Improvement Officer reported that a report on the flood defence programme could be added to the Work Programme, and that consideration would be given to a briefing paper on the issue raised by the member of the public, with regard to Ponderosa Park.
- 7.3 RESOLVED: That the Committee notes the information now reported, and approves the Work Programme for 2019/20.

8. DATE OF NEXT MEETING

- 8.1 It was noted that the next meeting of the Committee would be held on Tuesday, 17th March 2020, at 4.30 pm, in the Town Hall.



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

Report of: Mick Crofts

Subject: Streets Ahead Annual Update

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

Summary:

Following the completion of the Core Investment stage of the Streets Ahead Contract, the Scrutiny Committee has requested an update on the Contract to look at service delivery performance, contract issues and future work programmes.

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

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

The Scrutiny Committee is being asked to:

Receive the annual update on Streets Ahead works.

Background Papers:

List any background documents (e.g. research studies, reports) used to write the report. Remember that by listing documents people could request a copy.

Category of Report: OPEN

Report of the Director of Operations

Annual Review of the Streets Ahead Contract

1. Introduction

- 1.1 The report covers a brief background to the Streets Ahead contract, achievements to date and future plans.

2. Background

- 2.1 Streets Ahead is a result of the Council recognising the need to address the declining condition of its highway network during the early 2000's following a long period of budget cuts.
- 2.2 To address this problem, the opportunity was taken to apply to central government for Private Finance Initiative (PFI) credits. The successful bid to central government for PFI funding was approved by all major political parties in 2011.
- 2.3 The contract commenced in August 2012 and has a duration of 25 years. The majority of the funding for the Unitary Charge is from the Department for Transport and is a ring-fenced grant.
- 2.4 The additional funding from the Council on top of the pre-existing highway maintenance budget has been gradually increased on an annual basis to match the increasing cost profile of the Unitary Charge and has been built into the Council's long term financial planning.
- 2.5 Since the start of the contract a number of joint initiatives with Amey have been implemented to further reduce the cost of the Unitary Charge in an attempt to mitigate the Council's increasing budgetary pressures at the same time as preserving the overall aims of the contract. These initiatives include a refinancing in 2016 and changes to the street cleaning and grounds maintenance service introduced in April 2018. Work will continue throughout the contract to review opportunities to work with Amey to reduce contract costs.
- 2.6 Benefits to the city of the Streets Ahead contract include an improved image of the city helping to attract inward investment, dispel the pothole city tag, reduced CO² from the new LED street lighting system and smoother, cleaner, safer roads leading to fewer accidents and more reliable travel time.

3. Contract

- 3.1 Streets Ahead is a PFI contract and as such does not operate on a traditional measured work basis. The model is that the Council set out a series of performance standards designed to achieve the desired uplift in network condition and then maintain the network at that standard throughout the life of the contract. A series of handback conditions are

included to ensure that when the network is returned to the Council in 2037 it is in such condition that the residual life of the overall asset is staggered. This is designed to avoid the need for another significant investment in the first few years following the end of the contract.

- 3.2 In line with government requirements the financial spend on the contract is published monthly on the Council website.

4. Services Covered by the Contract

- 4.1 The Streets Ahead contract can be described as a fence to fence service covering all aspects of highway maintenance as well as street cleaning, grounds maintenance and winter maintenance.

- 4.2 The service standards of the contract are detailed in the Output Specification which is available to view on the Council's website. They are also listed below with brief details of what each one covers.

- a) **Service Standard 1: General**
Covers emergency response, urgent defects, temporary traffic management, abnormal loads, customer experience, communication and environmental issues.
- b) **Service Standard 2: Carriageways and Footways**
Covers works to carriageways, footways, highway drainage, kerbs and condition surveys.
- c) **Service Standard 3: Structures**
Covers bridges, retaining walls, third party structures and inspections.
- d) **Service Standard 4: Street Lighting and Signs**
Covers street lighting, illuminated and non-illuminated signs, road markings and street nameplates.
- e) **Service Standard 5: Traffic Signals, Control Infrastructure and ITS**
Covers traffic signals and control infrastructure, intelligent transport systems and inspections.
- f) **Service Standard 6: Grounds Maintenance**
Covers grassed areas, highway shrub and rose beds, hedges, trees and weed killing.
- g) **Service Standard 7: Winter Maintenance**
Covers precautionary salting, snow clearing, grit bins, route planning, daily action planning and weather forecasting.
- h) **Service Standard 8: Street Cleaning**
Covers litter collection, graffiti and flyposting, detritus sweeping and removal and litter bins.

- i) Service Standard 9: Miscellaneous Assets
Covers barriers, fences and guardrails, seats and bollards.
- j) Service Standard 10: Strategic Assistance
Covers assistance with national surveys, network inspections, service improvement plans, and accident investigation.

4.3 In addition to the core services, listed above, Amey also provide non-core services on a non-exclusive basis which permits the Council to request Amey to undertake capital works on the highway which might be related to changes in highway layout for example, which is different to the highway maintenance provided for in the Streets Ahead contract.

4.4 Key performance data is published monthly on the Council website as a contract Data Sheet and the latest version is attached as Appendix A.

5. Financial and Monitoring

5.1 Streets Ahead is a PFI contract and as such there are no individual prices for specific elements of work. Amey are paid a monthly fee, termed the Unitary Charge.

5.2 As a PFI contract, Streets Ahead has a significant requirement to be self-monitoring and Amey monitor their performance against the Service Standards referred to in section 4 of this report and are obligated to report where they do not meet these requirements.

5.4 In addition to the self-monitoring carried out by Amey, the Council has a small Client team that carries out its own independent checks on performance. Where any failures to meet the standards set out in the contract are identified by either Amey or the Council, the appropriate negative adjustment is made to the Unitary Charge.

5.5 Where work carried out by Amey is either incorrect or suffers early failure (e.g. a Amey have suffered some 'early life failures' of road surfacing) then Amey are obligated to redo the work but at no additional cost to the Council. The Council Client team take a close interest in work standards to avoid where possible any early failures. Although this does not have a financial impact on the Council it does cause unnecessary disruption to residents and the travelling public and also leads to customer complaints.

6. Performance to Date

6.1 During the first five years of the Streets Ahead Contract there were annual milestone targets to achieve in respect of road and footway condition, street lighting, traffic signal replacement and highway structure upgrades. These milestones were all been achieved.

As of December 2019, approximately 75% of the roads and footways in Sheffield have been resurfaced. This has resulted in safer, smoother

roads and has seen a dramatic reduction in the incidence of dangerous potholes.

- 6.2 Street Lighting has been replaced throughout the city with a modern LED system. LED lantern units have a significantly longer life and have also resulted in a significant reduction in energy consumption on street lighting. As a result carbon emissions are now around 76% lower than at the start of the contract. The system also has a self-reporting ability which identifies faults as they happen and the facility to dim or increase lighting levels as required.
- 6.3 Streets Ahead has an ongoing replacement programme for traffic signal installations and to date 162 sites have been updated. These updates use extra low voltage LED technology and incorporate virtual detection of traffic. This cuts down on road loop replacement which reduces disruption to traffic and future maintenance costs. Some sites have incorporated systems that link to other sites and pedestrian facilities to monitor pedestrian presence and cut down on congestion by operating on demand only.
- 6.4 1,350 bridges and highway structures (including subways and footbridges) have been checked and improved and 70 watercourse culverts have received works including two full replacements. This work to culverts reduces the incidence of flooding across the city.
- 6.5 Routine maintenance is an important part of the Streets Ahead work and includes winter gritting, street sweeping and litter collection, gully emptying, highway tree maintenance and grass cutting. These services all play an important part in the overall maintenance of the highway network and customer satisfaction levels.
- 6.6 In addition to the highway maintenance work required in the Streets Ahead contract, Amey has engaged with many programmes designed to benefit local people since the contract began. These programmes complement the Council's Ethical Procurement Policy launched in 2018 to drive ethical behaviour as a standard throughout its supply chain and enable greater return in Social Value in Sheffield. The Policy can be reviewed at this link: [SCC Ethical Procurement Policy](#)
- 6.7 The ethical, effective and efficient dimensions of the policy are regularly demonstrated by Amey which includes driving ethical behaviour in their supply chain in turn enabling greater return in Social Value in Sheffield, bringing innovative ideas and thinking from the market to Sheffield, accommodating short to mid-term change / flexibility into contractual arrangements thereby helping us to drive an increase in cashable savings.
- 6.8 Some examples of Amey's programmes are listed below:

Apprenticeships

84 young people from Sheffield have gained new skills and qualifications as part of Amey's Apprenticeship Programme. 5 new Apprentices started working with Streets Ahead between September and November 2019. It is anticipated that this programme will continue.

Supported Internship Programme

This is a scheme for young people with special educational needs, helping them transition from education to employment and was launched in Sept 2016, in partnership with Sheffield College. To date, 14 Interns have successfully 'graduated'. In November 2019 two new Interns joined the programme. In March 2018 Amey Sheffield were awarded 'Extending the Reach' by the Recruitment Industry Disability Initiative (RIDl) for their Supported Internship Programme.

Education

During 2018 Amey joined up with Talbot School to become Enterprise Advisors and will be working closely with the school to help them to develop effective employer engagement plans. They will continue to deliver their Education Programme across Sheffield. More than 292 school visits covering over 63000 pupils have been carried out since the start of the contract.

Amey also arrange community involvement days for their employees to benefit local community groups and 45 were delivered in 2019. These initiatives are set to continue throughout the duration of the Streets Ahead contract.

- 6.9 During 2019 Amey implemented a major change on Queens Road/London Road with the removal of the life-expired tidal flow system and gantries and at the same time renewed all the traffic signals and resurfaced the road. This major work was implemented with minimal disruption and has improved traffic flows on that stretch of road. It has also resulted in a saving to the Council from reduced future maintenance costs.
- 6.10 Amey made a significant contribution to the success of the Invictus Games Trials held in Sheffield during the summer of 2019. They worked with the council to carry out much of the required improvements in and around Woodbourn Road stadium where the trials were held.
- 6.11 Results from the annual National Highway and Transport Survey were positive with the three main areas of assessment related to highway maintenance coming at;
- Satisfaction with Condition of Highways at 50% compared to the average score of 36%. Sheffield ranks 4th out of the 111 authorities that participated.
 - Satisfaction with Highway Maintenance at 57% compared t the average score of 52%. Sheffield ranks 6th out of 111.
 - Satisfaction with Street Lighting at 71% compared to the average score of 64%. Sheffield ranks 5th out of 111.

That we are consistently scoring in the higher echelons of these surveys reinforces the benefits of the Streets Ahead works to the city.

- 6.12 The cleanliness of the city's roads has been acknowledged by central government, following an independent assessment of roadside litter levels in areas maintained by local authorities and Highways England.

The assessment was carried out by UK-based environmental charity, Keep Britain Tidy, on behalf of DEFRA, whose analysis congratulated Sheffield City Council for maintaining a consistently high standard of roadside cleanliness. Following on from the positive result, the council have also been asked to provide the government with examples of good practice and details of the approach undertaken to achieve this standard of cleanliness across the city's road network.

- 6.13 In November 2019 Amey entered the Keep Britain Tidy Network Awards 2020 in the 'Team or Crew of the Year' category for street cleaning services. It is pleasing to report that they have been shortlisted for an award when the event is held in February 2020.

7.0 Future Plans

- 7.1 The main focus of the work is to ensure the roads and footways are brought up to standard and maintained in that condition. As already explained, around 75% of the network has received the upgrades but there is still plenty to do and ongoing surveys and inspections of the network will be what determine future work programmes. Plans for 2020 are still being formulated but will include a surfacing programme for footways and carriageways.
- 7.2 When finalised the surfacing programmes are published on the comprehensive Streets Ahead section of the Council website. As with all street works a co-ordination operation is carried out to minimise traffic disruption associated with such works. All planned work on the highway from all sources such as utility companies, is taken into account where possible before programmes are approved.
- 7.3 The lifespan of surfacing works means that some work carried out in the early years of the programme will need to be replaced again before the contract ends in 2037. This will ensure that the network comes back to the Council in a prescribed condition with no major investment required to maintain it in good condition into the future.
- 7.4 Much other work will continue to be visible as the Streets Ahead programme progresses. This will include the continued replacement of outdated traffic signals when they become 25 years old, ongoing bridge and structures maintenance and systematic replacement of old highway signs and road markings as they reach the end of their life.
- 7.5 Routine maintenance as described above will continue throughout the contract term and these services are equally important to the overall condition of the highway e.g. drainage and gully cleaning prevents flooding to private property as well as the highway.
- 7.6 Amey continues to support Sheffield Litter Pickers and around 90 other community groups and individuals. This work will continue alongside education programmes in schools to discourage littering.
- 7.6 Monitoring of the progress on Streets Ahead will include the required self-monitoring by Amey, continued scrutiny by the Council Client team

and the feedback from the public via complaints and compliments. The public are encouraged to report any issues with Streets Ahead works by using the existing contact methods through the Council Customer interface.

- 7.7 The issues related to the tree replacement works are well documented elsewhere but following extensive talks with campaign groups in October 2018, work commenced in January 2019 on a compromise approach to retain more street trees. This has been made possible through the efforts of the campaigners, the response by Amey to fund additional works outside the contract and the Council being able to temporarily suspend some elements of the contract specification without affecting the long term aims of Streets Ahead. An outcome of the new approach has been more dialogue with campaign groups and this led to joint inspection work being carried out through the summer of 2019. A review of lessons learned from the early joint inspections was published in December 2019 and this will shape future inspections when they restart in January 2020. Work continues with partners to develop an exemplary Street Tree Strategy for Sheffield that considers the climate crisis. The aim is to have an agreed position by April 2020.
- 7.8 In 2020 Amey are partnering with Smart City operator Connexin to begin working on a digitised road network based on the Internet of Things (IoT). This will comprise individual sensors being installed in highway assets to wirelessly report information to assist efficient working and better service delivery. The first phase will include when to; empty high street bins to avoid overflowing, water trees for preservation, refill grit bins ready for icy conditions and clear gullies to reduce the risk of flash flooding. By alerting operatives, Amey's maintenance managers will always be one step ahead

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

- 8.1 This report reiterates the background to the Streets Ahead contract and gives an update on progress to date along with a view of the future programme of work.
- 8.2 The Streets Ahead contract is providing the much needed improvement to the highway asset thereby achieving the contract objectives to benefit the city now and in the future.
- 8.3 The programme contributes to meeting the climate crisis across the city through IoT (Smart City approach) by building a smart city platform that supports and serves the citizens of Sheffield and reduces Amey's impact on air quality through smarter working. The developing exemplary Street Tree Strategy will also be of benefit to mitigating the impact of climate change in the city.

9. Recommendation

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

Streets Ahead Contract Data Sheet **Amey**

Produced by Finance and Commercial Services
Managers of the Council's External Spend

Purpose

This document is one of a series of documents produced by Finance and Commercial Services providing information on Sheffield City Council's key Suppliers, the Services they provide and their performance in the delivery of those Services.



Introduction

Sheffield City Council has defined the best practice approach implemented for managing and developing its commercial relationships - the Intelligent Client Model. This is supported by a world class contract management approach developed by the Council's Procurement and Supply Chain Service (PSC).

The 'Intelligent Client' is defined as the integrated roles, responsibilities, structures, processes and values that exist to ensure that Sheffield City Council manages and develops the delivery of services and systems, minimises risk and obtains value for money over the full life of the commercial relationship. It is defined by the legal agreement put in place between the Council and the Service Provider.

The Intelligent Client approach to Contract Management comprises Service Area activities and Commercial Contract Management activities.

Service Area activities are:

- Policy, Strategy and Planning
- Service development and Business Requirements
- Technical and Service Assurance

Commercial Contract Management activities are:

- Contract Performance Management
- Contract Process Management
- Supplier Relationship Management

All of the Council's major contracts are commercially contract managed by the Procurement and Supply Chain Service. Other Contracts are managed by the Service Area, with commercial support provided by the relevant category team in the PSC service.

The PSC service is also responsible for:

- The overall approach to Contract Management across the Council
- Defining the Contract Management policies, processes, working practices, tools and techniques: and
- Maintaining and developing the Council's Intelligent Client arrangements.

An overview of Amey

What Amey do

Amey works with both public and private sector clients, supporting them to deliver services to the public more effectively. They increase the quality of services by introducing efficiencies and innovation to the processes and principles that underpin their service delivery.

Amey operate across three principal sectors; Transport, Social and Environmental Infrastructure. The services they offer include:-

Consulting Services

Amey offers a range of multi-disciplinary services to its customers, driving value across its asset portfolio. They offer a whole-life approach to asset management, from advisory and design services, through performance monitoring, to ultimate management of asset operation and use.

Highways Infrastructure

Amey delivers a comprehensive highways infrastructure service to clients across the UK including local authorities, the Highways Agency, Transport for London and Transport Scotland.

Waste Management

Amey, as part of AmeyCespa, provides over 40 years of international, unparalleled experience in waste management, with an emphasis on pioneering new technologies.

Environmental Services

Connecting high quality environmental consultancy with whole life asset management, Amey's environmental team delivers solutions to clients that demonstrate sustainability throughout the whole asset lifecycle.

Rail Infrastructure

Amey keeps the UK on track through bespoke engineering and whole life asset management of over ground and underground rail networks. Our rail team is made up of diverse and highly skilled engineers, inspectors, examiners and project managers

Transportation Services

Amey's in-house fleet and plant capability means it is perfectly placed to provide transportation facilities to our customers.

Property and Facilities Management

Amey provides a comprehensive range of facilities management services. We deliver services to a large proportion of the government's estate, as well as to departments, agencies, non-departmental bodies and the private sector.

Amey: Streets Ahead

Structures Management

Amey delivers savings for its customers through whole-life asset management of their structures portfolio. Our Structures team are experts with a proven capability in delivering asset management services across a range of structures.

Ferrovial – Parent Company

Amey's parent company Ferrovial is one of the world's leading infrastructure companies, with a workforce of approximately 70,000 employees and operations in more than 15 different countries.

The Ferrovial business model focuses on integrated infrastructure management: design, build, finance, operate and maintenance projects (DBFOM). The company also focuses on sustainable growth, underpinned by a portfolio of high quality, long term businesses. This approach to sustainable development is starting to be recognised in financial markets. For the fourteenth consecutive year, Ferrovial has been included in the DJSI World and the DJSI STOXX, and for the tenth year in a row, it is part of the FTSE4Good index.

Amey Hallam Highways Ltd

Amey Hallam Highways Ltd is the Special Purpose Vehicle (SPV) formed by Amey to finance and deliver the Services required under the Contract. The Key Sub-contractor to the SPV is Amey Local Government (Sheffield). Supporting Amey LG are the second tier contractors; Tarmac and Henry Boot.



Amey support the local economy through the use of local suppliers which comprise 96% of their supply chain. Some examples of the many local suppliers with whom Amey work are:



Amey's Local Operating Bases

Amey Hallam Highways Ltd (Amey)

Website: <http://amey.co.uk>

Operational Depots: Olive Grove and Ecclesfield

Amey's main depot is Olive Grove. The Ecclesfield depot services the north of the city and forms part of Amey's business continuity strategy in times of emergency.

How to Contact Amey

Streets Ahead Contract:

<http://www.sheffield.gov.uk/content/sheffield/home/roads-pavements/report-road-problems.html>

Project twitter feed:- @sccstreetsahead

How to contact us:

Email: streetsahead@sheffield.gov.uk

Online: <https://www.sheffield.gov.uk/streetsahead>

Telephone: 0114 27 34567

Full Description of Services provided

The Streets Ahead contract is a fence-to-fence approach to highway maintenance. The core services being provided are:

- Road and pavement maintenance
- Winter gritting and snow clearance
- Bridge and other highway structures maintenance
- Tree maintenance and replacement
- Verge and landscape area maintenance
- Traffic lights and road sign maintenance
- Street lights maintenance
- Road drainage maintenance
- Street cleaning
- Street furniture maintenance including nameplate, bollards, safety fences, barriers and benches

For more details on each of the highway maintenance services please visit: <https://www.sheffield.gov.uk/streetsahead>

To report any faults of the highway maintenance services please visit the following website and complete the online form: <http://www.sheffield.gov.uk/home/roads-pavements/report-road-problems>

In addition to the provision of core services, the Council can, where value for money can be demonstrated, request other services be provided. These may include highway improvement schemes funded by the Local Transport Plan.

Streets Ahead does not include the improvement or maintenance of the following:

- Unadopted roads – e.g. private roads.
- The M1 and the Stocksbridge bypass (looked after by the Highways Agency)

Rural footpaths (i.e. unpaved public rights of way), though they will continue to be maintained by the Council.

Key Facts and Figures

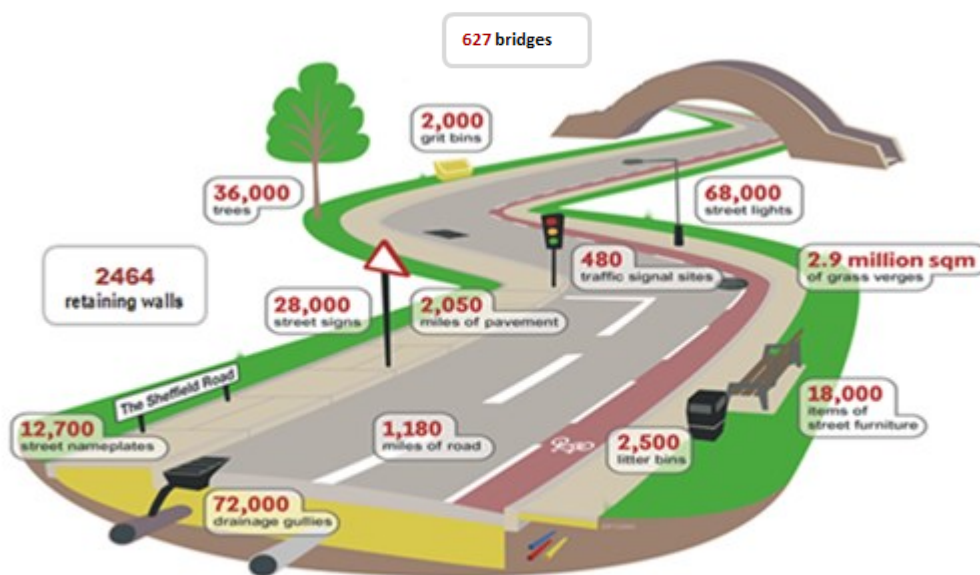
Contract Period – 20 August 2012 – 19 August 2037 (25-year Contract Term)

Contract Value – £1.95bn

Amey is undertaking a significant upgrade works to the city's highways network during the first five years of the Contract and thereafter maintaining the condition of the highway network and all associated highway assets.

An increased cut to Council budgets has meant that an increased effort to make savings has been necessary. During 2016, Sheffield City Council made significant cost savings to the Streets Ahead Contract through a refinancing arrangement and changes in 2018 to the Grounds Maintenance and Street Cleaning schedules, details of which can be found: <http://democracy.sheffield.gov.uk/documents/s27527/Changes%20to%20Environmental%20Maintenance%20Services.pdf>. As such the contract value above has been amended to account for this.

The diagram below depicts the scale of the highway maintenance service being provided.



Streets Ahead improvements will consist of some (or all) of the following works, depending on what is required for your street:

- Replace street light columns and traffic signals including installing new LED lights

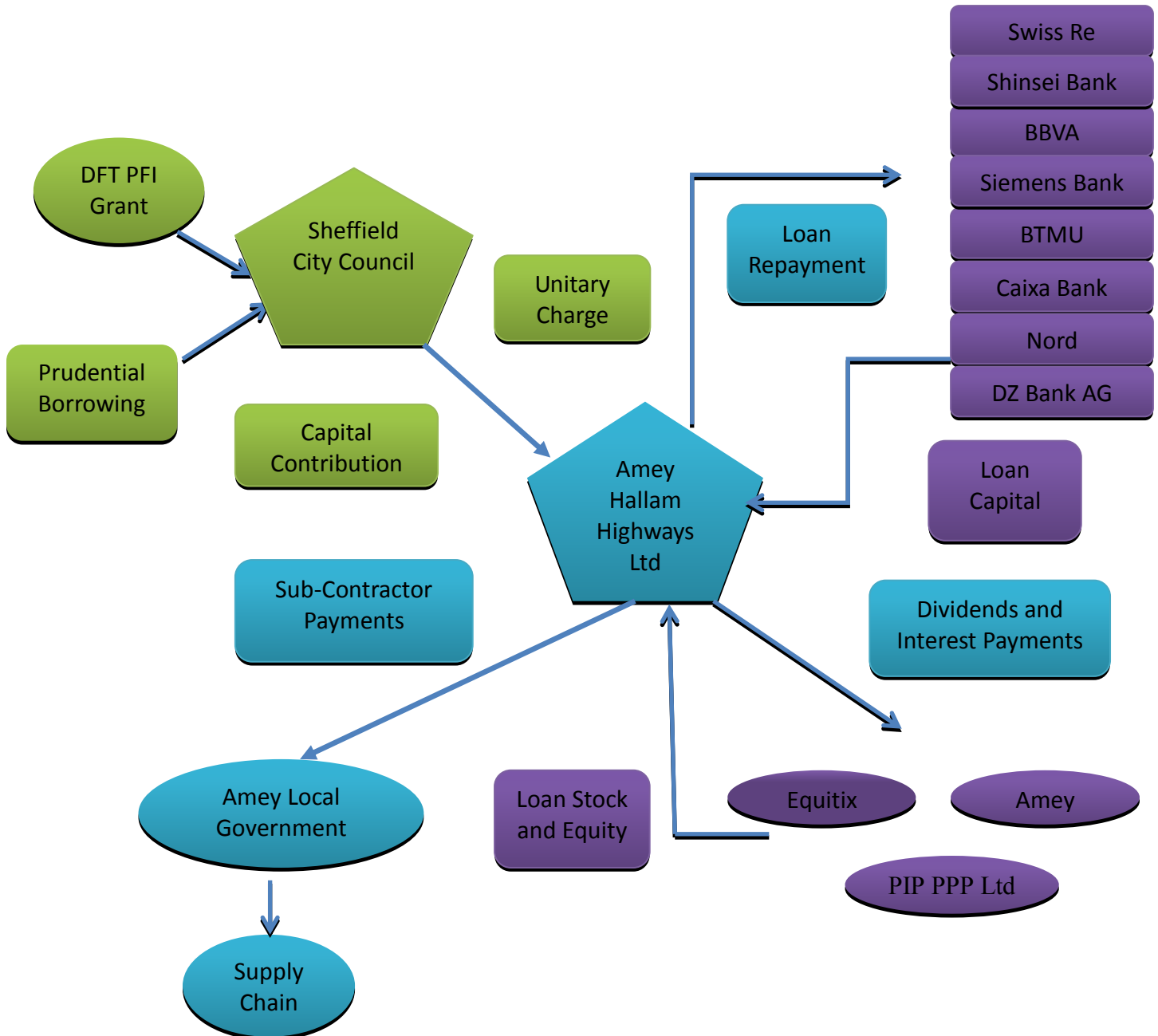
Amey: Streets Ahead

- Replace road-side trees (where existing trees are dead, diseased, dangerous, damaging or obstructing)
- Maintain road drains (gullies and ditches)
- Upgrade the surface water drainage system
- Replace broken and misaligned kerbs
- Resurface roads and pavements
- Upgrade and repair the condition of damaged verges

Amey: Streets Ahead

Streets Ahead Contract Funding

The Streets Ahead Contract is financed over the 25 year contract term by the following private and public sector funding as illustrated in the diagram below.



Contract Management

The Council's Intelligent Client Model for contract management was used to inform the design of the structure of the teams which manage the Contract. A team led by a Senior Procurement and Supply Chain Manager provides best practice contract management working in collaboration with the Head of Highway Maintenance and a team of technical specialists who monitor service quality and assurance. The processes used to manage the contract are designed in accordance with the Council's Contract Management Toolkit.

The Contract is governed by the following joint Boards and associated Sub-teams:

- Strategic Board – Bi-Annually
- Management Board – Monthly
- Service Operations Board – Monthly
- Technical Sub-team Meetings – Monthly

Amey are required to submit a Monthly Monitoring Report which details their performance and progress against programmes of work. The information in the Monthly Monitoring Report is discussed at the Technical Sub-teams and the Service Operations Board, with issues escalated, as and when required, to the Management and Strategic Boards.

The monthly payment is based on a number of different factors relating to Amey's performance, e.g. progress against investment programmes and completed non-core schemes. Amey submit a Payment Report on a monthly basis which is reviewed and discussed with the monthly payment agreed at Management Board.

The Strategic Board's Terms of Reference include monitoring the realisation of benefits, ensuring strategic alignment of the Contract objectives with the Council's Corporate Priorities and discussing any issues which have been escalated through the governance structure.

Key Performance Data

Monthly Metrics: January 2020

| Service: Immediate Response | No. of Requests for Service | % Achievement within Contractual Timescales |
|-----------------------------|-----------------------------|---|
| Grounds Maintenance | 18 | 100% |
| Highways | 916 | 100% |
| Street Lighting | 41 | 95.23% |
| Structures | 11 | 100% |
| Traffic Signals/ITS | 224 | 99.55% |
| Street Cleaning | 65 | 100% |

| Service: Non-Immediate Response | January 2020 No. of Requests for Service | % Achievement within Contractual Timescales |
|----------------------------------|--|---|
| Grounds Maintenance | 621 | 96.78% |
| Highways | 2943 | 98.51% |
| Street Lighting, Signs and Lines | 2656 | 98.78% |
| Structures | 112 | 100% |
| Traffic Signals/ITS | 837 | 99.28% |
| Street Cleaning | 2440 | 98.07% |

Data is based on all enquiries received and processed by Amey.

Seasonal Metrics: January 2020

No other Information to Report

Amey's Recruitment, Employment and Apprenticeship Initiatives

Recruitment and Employment

From the start of the Streets Ahead Contract Amey have worked in partnership with the Sheffield College and Job Centre Plus to maximise employment opportunities for local people. Furthermore they are working with the Youth Justice Service (YJS) in Sheffield, who support young people who are subject to community sentences. Having met with the Education Officer from The YJS who works with young people between the ages of 10 and 18. The YJS was exploring whether or not Amey could offer any kind of support to their programmes. It was agreed that as most individuals are too young to undertake work placements with Amey, they would offer a career aspiration workshop/depot tour and this offer was made to them for potential delivery in 2018.

Work Experience

Amey offer young people between the ages of 14-16 the opportunity to gain crucial work experience with them. The intake for 2018 has seen 3 placements offered to Westfield school in March and a further 3 placements planned for Hinde House school during July.

During December, one of the previous work experience placements from Birley Academy revisited Amey for a mock interview. He commented that since the placement, his behaviour and attitude at school has improved as he is now focused on getting an apprenticeship in Motor Vehicle Maintenance at Amey. He showed his school progress file which confirmed this.

Graduate Programme

Amey has a Graduate Programme which, since August 2012, has employed 18 graduates from both of the Sheffield Universities, Manchester, Liverpool, Derby and Hull.

The graduates are employed across the whole of the organisation such as within performance, operations, commercial, customer services and ICT.

Amey currently have two graduates in post, both are involved in a variety of work based projects and assignments in addition to their central roles in their Commercial and Finance teams.

Trainee Programme

Since the start of the Contract, Amey's Trainee Programme has employed 8 trainees and currently employs 6 trainee technicians in its Consulting division, 4 of whom are studying for an HNC. Three of the trainee technicians from last year have gone on to study for university degrees in Civil Engineering.

Amey Employee Literacy and Numeracy Programmes

From the start of the Streets Ahead Contract, Amey have recognised the need to help employees who have low levels of IT, Numeracy and Literacy skills. Working in partnership with the Joint Trade Union learning representatives (UCATT, UNITE, UNISON and GMB) and

Amey: Streets Ahead

Sheffield College, Amey have developed a Skills for Life Programme which has been very successful in helping these employees to improve their IT, Numeracy and Literacy skills.

All employees who took part in Amey's numeracy for beginner's course, which started in September, passed all of their exams.

Apprenticeships

Through Amey's initiative "Investment in Young Talent", they have established a bespoke Sheffield apprenticeship Programme designed to offer opportunities to young people across Sheffield and the local region supporting the delivery of the Council's young people's employment programmes.

Amey has identified opportunities for apprentices across the Contract in all aspects of the Services including:

- Arboriculture and Grounds maintenance
- Street lighting and Traffic signal maintenance
- Carriageway, footway and structures maintenance
- Customer care
- Highways inspection
- Stock management
- Winter maintenance

Amey's apprenticeship programme provides NVQ qualifications at Levels 2, 3 and 4. The apprentices attend college in addition to receiving tuition in functional skills (literacy and numeracy) at a level relevant to their respective qualifications. Amey have worked with the Sheffield College, CSkills and the Telford College to develop NVQ courses which are relevant to the highways industry. Apprentices gain nationally recognised, accredited qualifications providing the skills they will need within their career.

During September 2017 seven apprentices started employment with Amey in Communities and Education, The Sign Shop, Grounds Maintenance, Arboriculture, Commercial and Highways. October and December saw a total of four further apprentices join Amey in Vehicle Maintenance, The Operational Control Room, Commercial and Networks, bringing the total to eleven. Seven apprentices achieved their Bronze Level Duke of Edinburgh award and were presented with their awards at the Leopold Hotel in January. Furthermore there were six apprentices who achieved the D of E at Gold level and as a result attended the Palace to collect their awards in December; picture below.



Picture of the six apprentices collecting their awards in December

Amey in the Community

Amey's community litter picking groups continue to request support for litter picks as and when required across the city. These groups are helping us make a difference to litter and people's perception of it, asking residents to think about the economic, social and environmental costs of littering.

During September, all Sheffield schools and colleges plus guide and scout groups were invited to take part in our gritter competition to design a wintry scene to cover four of our gritters. The winners were announced in November and the winning designs now appear on the side of 3 of our gritters.

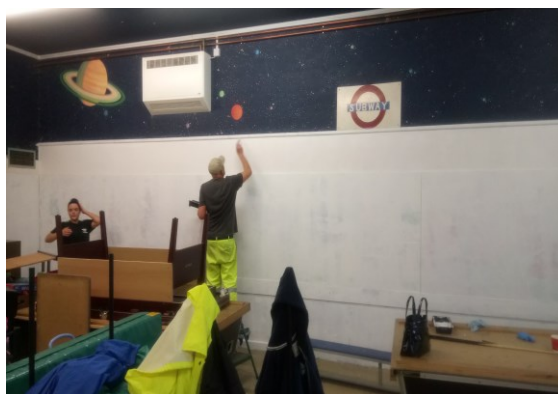
Charity days

All Amey employees are entitled and encouraged to take one paid day per year to work on a project in the local community. The activity must benefit a not-for-profit organisation, or a UK registered charity that supports the environment, the local economy, education or employment. During November a team painted a community hall for Heeley City Farm. The comments received were as follows:

'You've all done such a great job, the space looks so much cleaner and brighter, it's amazing and I can't thank you all enough for all of your hard work. The adults with learning disabilities group is using the space today for cooking and drumming & then children from the local mosque this evening so we'll see what they all make of it, I'm sure that they'll be very happy'.



Heeley Farm community hall, before photo



Heeley Farm community hall, during the charity work by Amey employees

Supporting charities

Amey are supporting various charities throughout 2018 including The DofE (Amey's corporate charity), Trussell Trust (Foodbanks) and various charities via community day support. They have also supported Macmillan this year by collecting for them in support of John Burkhill's 999th event for Macmillan at a half marathon event recently, the total amount collected was £1,000.

Streets Ahead: Thriving Neighbourhoods and Communities

A key Council priority with intrinsic links to the Streets Ahead contract is 'Thriving Neighbourhoods and Communities'. The Contract will improve the city's highway network infrastructure and provide essential street cleaning, grounds and winter maintenance services. However, in order to further improve the environment in which the city's residents live and work, the Council has launched an initiative for local businesses to get involved in corporate social responsibility by sponsoring highway assets. The sponsorship fee includes funding for additional planting in the locality of the highway asset thereby improving the local environment for residents.

The main objectives of the sponsorship initiative are:

- enhancing the community environment, especially where the Sponsor has a stake in or operates in the community, through well maintained sponsorship sites;
- engendering community cohesiveness and respect for their environment; and
- encouraging local businesses to contribute to their communities through this corporate and social responsibility initiative.

The Council's Highways and Property Commercial Team is responsible for the marketing and management of the sponsorship initiative. There are a number of different sponsorship schemes available to businesses as described below.

Sponsorship of Roundabout and Boundary Signs

There are 224 Roundabout and Boundary/Gateway signs in various locations throughout the City. These signs are located on roundabouts and attached to the City Boundary signs. The design of the signs is intended to provide company information that can be easily seen by highway users, incorporating the company's name, telephone number or website address.



Example Roundabout Sign



Example Boundary Sign



Example Roundabout Sign in situ



Example Boundary Sign in situ



Example Roundabout Sign in situ



Example Roundabout Sign in situ

Activity on sponsorship can also be followed via our Twitter and LinkedIn accounts:



@SCCSponsorship

Highways and Property Commercial Team

Streets Ahead: Thriving Neighbourhoods and Communities (cont.)

Keep Sheffield Clean: Litter Bin Sponsorship

The Council has recently launched the Clean Sheffield campaign which aims to encourage all residents and businesses to take ownership of their communities and to work with the Council to keep the city clean.

The campaign aims to show residents and businesses that if everyone plays their part and disposes of the litter in the facilities provided across the city then we can keep the city clean. The campaign also aims to encourage young people about the effects litter can have within a community.

#CLEANSHEFFIELD

The Highways and Property Commercial Team has received a number of enquiries from local businesses requesting to sponsor a litter bin within the vicinity of their business. A pilot project is underway in the Ecclesall Road, West Street and the Hillsborough areas of the city to test out the feasibility of businesses sponsoring litter bins. Fast food retailers, sandwich shops, and other establishments are being encouraged to support the Council's litter campaign. To date, the pilot has been a success therefore the team are now working on expanding this initiative next year.



Sponsors artwork will promote a coherent message about the importance of disposing of litter responsibly and keeping Sheffield's streets as clean as possible.

Supporting the Keep Sheffield Clean campaign will also allow sponsors to demonstrate their social and corporate responsibility for the communities in which they operate.

Planters – Sponsorship

The council has recently added a new scheme into the Sponsorship portfolio in the form of planters. The scheme will allow businesses to sponsor new plant pots across the City in various locations. The scheme will help to increase the visual appeal of the area due to the attractive flowers. The base of the pot will contain the name of the business that has sponsored the planter.

The first batch of planters has recently been installed in the area of Bridge Hill, Oughtibridge. These have been sponsored by Saxton Mee.



A further 18 planters were installed on Chesterfield Road in April/May, the maintenance of which is being provided by the local companies. It is hoped that this will help to increase the awareness and uptake in planter sponsorship.



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Report to Environmental Wellbeing Scrutiny & Policy Development Committee 17th March 2020

Report of: Executive Director - Place

Subject: Sport, Leisure and Entertainment Strategy Development

Author of Report: Tammy Barrass, Head of Partnerships and Special Projects

Ryan Keyworth, Director of Finance and Commercial Services

Summary:

This report provides an update on the development of the Sport, Leisure and Entertainment Strategy. This update was requested by Scrutiny Committee Members following a previous discussion regarding the financial stability of the Sheffield City Trust (SCT) in October 2019.

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

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

The Scrutiny Committee is being asked to:

The Scrutiny Committee is asked to note the content of the report.

Background Papers:

None

Category of Report: OPEN

Report of the Executive Director of Place

Sport, Leisure and Entertainment Facilities Strategy Development

1. Introduction/Context

- 1.1 Officers and members are currently working to develop the future vision for Sport, Leisure and Entertainment in the city. Working collaboratively with Sheffield City Trust and supported by Turner Townsend and Sport and Leisure Consultancy (SLC).
- 1.2 Sheffield City Trust was set up in 1987 as an independent charity to oversee the running of the City's sport and leisure facilities, linked to the Major Sporting Facilities (Ponds Forge, Hillsborough Leisure Centre and the Arena) that were built for the 1991 World Student Games. The Council's existing contractual relationship with the Trust for the management of Major Sporting Facilities is due to come to an end in 2024.
- 1.3 In October 2019 a report was presented to this Committee to provide an update on the current financial position of Sheffield City Trust (SCT). The report identified a number of financial issues for SCT that have arisen as a result of difficult trading conditions and a long period of austerity, together with some of the assets being quite dated and maintenance costs are increasing.
- 1.4 The Council has now agreed a package of financial support for SCT that has stabilised their financial position. This includes up to £2.8m revenue subsidy and up to £3.5m contribution for essential maintenance and repairs to buildings within the SCT Leisure and Entertainment estate.
- 1.5 Having stabilised the current financial position the Council is working to develop a refreshed long term strategy for Sport, Leisure and Entertainment facilities. SCT are supporting the Council with this work.
- 1.6 This provides the Council with a window of opportunity to review the current provision and explore opportunities to transform and modernise the Sport, Leisure and Entertainment offer in the city. This report provides a progress update on the strategy development.

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

Background

2.1 Current financial challenges

- 2.1.1 The Council has faced ten years of austerity with significant funding cuts and a subsequent increase in the maintenance backlog across the

council's assets. This is also true for council owned facilities that are leased to SCT.

- 2.1.2 The October 2019 report to this Committee highlighted the ongoing revenue deficit that SCT are running. This was stabilised in the short term by the recent Cabinet report providing up to £2.8m per year of subsidy support – higher than planned for the year, but still a significant reduction on pre-austerity levels of over £5m. The Council's 2020/21 budget provides for this revenue support to continue until 2024.
- 2.1.3 The Council continues to work closely with SCT to monitor the Trust's cashflow position. This close working, together with improved cash flow modelling and reporting at the Trust should ensure that any cash flow issues are identified early, allowing any appropriate action to be taken.
- 2.1.4 The action that the Council has taken has stabilised the Trust's cash position. However, the Trust's trading position remains challenging and there is no guarantee that further support will not be required if trading conditions deteriorate.

SCT managed estate – ongoing lifecycle and maintenance requirements

- 2.1.5 The SCT estate includes the following twelve facilities:
- Ponds Forge, Concord, Hillsborough and Springs Leisure Centres.
 - Heeley Pool and Gym.
 - English Institute of Sport Sheffield. (EISS)
 - Ice Sheffield.
 - Fly DSA Arena and City Hall.
 - Tinsley, Beauchief and Birley Golf Courses.
- 2.1.6 An Asset Review of SCT managed facilities was completed in June 2019. This identified that a significant amount of work is required over the next ten years to maintain the current facilities open to the public and fit for purpose.
- 2.1.7 Cabinet has recently agreed to provide SCT with up to £3.5m to ensure that facilities remain safe and operational until at least March 2021. This gives time for the Council to develop the longer term strategy and consider options to modernise and transform the current Sport, Leisure and Entertainment offer.
- 2.1.8 We know that a number of the facilities in the estate are reaching the end of their expected useful economic life. This review will enable the Council to evaluate whether investment in these buildings will provide best value for money or, whether other options should be considered. This could include replacement with new facilities.
- 2.2 Future Vision and Strategy for the provision of Sport, Leisure and Entertainment**

2.2.1 This work provides a real opportunity to explore the services currently on offer and assess whether they are fit for purpose, delivering the right outcomes and fulfilling the needs of Sheffield's residents.

2.2.2 Officers are currently working with Turner Townsend and Sport Leisure Consultancy (SLC) together with SCT to develop a range of options for the future delivery of Sport, Leisure and Entertainment. This work will build on the successes of the recent investment model developed for the Graves and Thorncliffe Leisure Centre developments.

2.3 Evidence and Insight

2.3.1 The future strategy will be informed by insight from Sport England's Facility Planning Model (FPM) for swimming provision. This will provide the Council and SCT with an evidence base for swimming pool provision and will help to inform the Council's strategic planning for the future provision of swimming pools across the city. The overall aim of the FPM work is to:

- Assess the extent to which the existing supply of swimming pools meets current levels of demand (2019) across the council area.
- Assess the extent to which the existing supply of swimming pools would meet future demand, taking into account population increases across the council area and the projected scale and location of residential development within the city.

2.3.2 Turner Townsend and SLC are also undertaking feasibility work to explore the latest facility mix options (e.g. health and wellbeing, youth and family activities and flexible use areas). This will help the Council ensure that any future developments are informed by industry insight and offer an up to date and attractive offer for residents.

2.3.3 The Council and SCT are keen to ensure that any future investment into Sport Leisure and Entertainment supports the health and wellbeing of residents. The review will compliment SCC and Public Health strategies for physical activity, obesity and health inequality.

2.3.4 Once complete the insight work will support the Council to develop the vision for Sport, Leisure and Entertainment, and develop a sustainable pathway for the future transformation of facilities and services.

2.3.5 The review also provides an opportunity for the Council to ensure that facilities and services on offer meet the needs of the people of Sheffield and align to the revised contractual arrangements required for Sport, Leisure and Entertainment from 2024 onwards.

2.3.6 The future strategy will enable the Council to make positive steps to support the transformation of the portfolio, ensuring that any future investment is used to provide an up to date facility mix, located in fit for purpose buildings that, where appropriate, can support the development of co-located services.

2.4 Future timeline and decisions

- 2.4.1 Turner Townsend and SLC are due to conclude their work in June 2020, this will provide Councillors with a range of options, intelligence and costings needed to inform the future strategy and provide the expected cost of implementation. Alternative options can then be considered alongside the known costs of maintaining the status quo.
- 2.4.2 A programme of public consultation will be developed to take place throughout the summer, delivered in a range of community settings (including consultation at summer festivals and events). This will ensure that the views of residents are captured and fed into the future decision making process.
- 2.4.3 The insight and feasibility work along with the outcomes from the community consultation, will inform a report to Cabinet towards the end of this calendar year. The report will set out the Council's future vision and strategy for Sport, Leisure and Entertainment and will enable any financial implications arising from the strategy to be considered and fed into the budget setting process for 2021/22.

3 What does this mean for the people of Sheffield?

- 3.1 The facilities provided through SCT form a key part of the City's Sport, Leisure and Entertainment infrastructure. The work being done to stabilise the financial position of SCT and the work to develop a longer term strategy for Sport, Leisure and Entertainment in the city will ensure that high quality facilities continue to be available long into the future.

4. Recommendation

- 4.1 The Committee are asked to note the content of this report.

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Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

Report of: Director of City Growth

Subject: Strategic Partnership Approach to Flood Risk Management in Sheffield

Author of Report: James Fletcher, Service Manager (Flood and Water)
– tel: 2735847

Summary:

This report outlines the strategic partnership approach being taken by the City Council and the Environment Agency to reduce the risk of flooding in Sheffield from its main rivers.

The approach prioritises the provision and operation of capital flood defence infrastructure to protect the city; supported in the long term by upstream flood storage, natural flood management and river stewardship measures.

The report has been requested by the Committee to enable it to scrutinise performance in terms of the strategic approach being taken and the delivery of target standards of protection.

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 | X |
| Other | |

The Scrutiny Committee is being asked to:

To provide views, comments and recommendations on the strategic approach being taken to manage the risk of flooding in Sheffield.

Background Papers:

List any background documents (e.g. research studies, reports) used to write the report. Remember that by listing documents people could request a copy.

Category of Report: OPEN

Report of the Director of City Growth – Strategic Partnership Approach to Flood Risk Management in Sheffield

1.0 Introduction/Context

- 1.1 Sheffield's valley communities and some of the city's key assets are at risk of flooding from its main rivers and watercourses. Those risks are forecast to increase over the coming century as the effects of changing weather patterns brought about by climate change take hold.
- 1.2 The City Council and the Environment Agency are working in a strategic partnership with other agencies operating in the city to reduce the risk of flooding in Sheffield primarily through the provision and operation of capital defence infrastructure combined with natural flood management in the uplands above the city.

2.0 South Yorkshire Flooding Event - November 2019

- 2.1 The November 2019 floods highlighted the vulnerability of communities to river flooding across South Yorkshire as well as emphasising the benefits of Sheffield's strategic approach to mitigating flood risk in the city.
- 2.2 The Environment Agency has reported that in terms of river levels, the November event was second only to the 2007 flood event in Sheffield. The preceding 5 months were the wettest since 1891 resulting in saturated soils and full reservoirs in the catchment above Sheffield. In comparison with the 2007 event, however, significantly less properties experienced flooding – 81 number in total. Property flooding was limited to a few locations and was mainly caused by rivers and watercourses overtopping. Across the city, drainage systems were overwhelmed by the intensity of rainfall and washed down debris resulting in 129 roads being flooded with 12 road closures.
- 2.3 The Council's newly built capital flood defences protected property in Sheffield's Don Valley ensuring that flooding was mainly limited to surrounding roads and car parks.
- 2.4 Across the city, clearance and clean up operations took place in the days following the flood event. Large scale evacuations weren't required.
- 2.5 Over the last few months, the City Council has been working closely with South Yorkshire resilience partners and other South Yorkshire local authorities continuing support and arranging financial assistance for affected residents and businesses. A joint initiative led by the Mayoral Assembly and the City Region has brought together all South Yorkshire authorities and the

Environment Agency to develop a countywide flood capital investment submission to Government.

3.0 Protecting Sheffield – a Strategic Partnership Approach

3.1 The investment partnership between the City Council, the Environment Agency and Sheffield City Region is building on the success of the newly built £20 million Lower Don Valley Flood Defence Scheme with further planned investment in capital flood defences scheduled to start construction in summer 2020. This investment will be combined with a targeted approach to natural flood management (NFM) in the uplands above the city.

3.2 The strategic objective is to deliver increasing standards of flood protection in phases as funding sources are identified and become available. Figure 1 on the following page gives a timeline indication of planned phase delivery starting in 2015 with the Lower Don Valley Flood Defence Scheme which was largely funded by Government grant administered through the Environment Agency.

3.3 Phase 1

The Partnership aims to achieve the national target standard of flood protection within all Sheffield's main river valleys by 2025. This standard will give a much reduced likelihood of the city's rivers flooding surrounding areas with the probability of flooding reducing from 10% (1 in 10) in places at present to 1% (1 in 100) in any given year. Future planned measures include traditional defences combined with upstream floodwater storage to slow river flows through the city. The Council has identified sources of investment for this first phase and is actively securing funds and moving to construction in summer 2020.

3.4 Phase 2

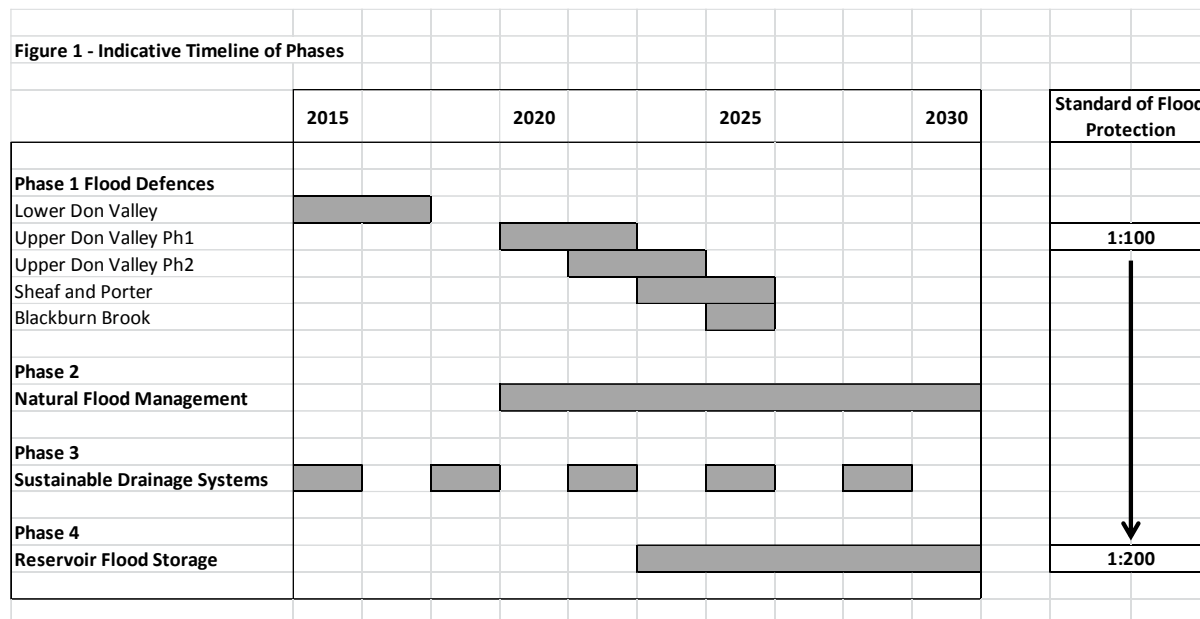
Working alongside flood defence infrastructure, suitable NFM measures are being targeted within upland areas where they will deliver optimum flood risk benefit to downstream communities. Selected measures will also deliver wider environmental benefits. They include afforestation, peatbog restoration, natural damming of flow, floodplain reconnection and land management. The Council is working with its partners to identify NFM funding and deliver NFM measures.

3.5 Phase 3

Working in partnership with Yorkshire Water and housing developers to build natural and sustainable urban drainage systems (SuDS) to reduce pressures on overloaded conventional drainage and sewerage systems reducing the risk of localised surface water and sewer flooding. Innovative pilot strategic SuDS schemes are in operation serving new housing estates across a combined area of some 50 hectares at Manor and Parsons Cross districts.

3.6 Phase 4

By 2030, the City Council aims to further raise the standard of main river flood protection to a higher level that it considers to be suitable for a major core city. The objective is to reduce the risk to a 0.5% (1:200) probability of flooding taking place in any given year. Together with the Environment Agency and Yorkshire Water, the Council is reviewing the potential for storing flood water within upstream compensation reservoirs above the city to deliver this higher standard of protection.



3.7 New Development in Sheffield’s Don and Sheaf Valleys

3.7.1 The City Council’s policy for managing flood risk associated with new development is in accordance with the National Planning Policy Framework. Development is not permitted within areas at risk of flooding or where planned development could transfer flood risk elsewhere.

3.7.2 It is vitally important to Sheffield’s economic and housing growth that prime brownfield sites located within the city’s Don and Sheaf valleys are made available for new development. The Council’s strategic approach, described in this report, is to protect those areas by the provision of catchment-wide capital flood infrastructure that will enable those brownfield sites to be developed without transferring flood risk elsewhere.

4.0 Capital Scheme Delivery and Funding

- 4.1 Building on the completion of the £20 million Lower Don Valley Flood Defence Scheme in 2018, the Council has secured a further £12 million of funding for capital schemes starting construction in 2019 and 2020. Those schemes include the first stage of the Upper Don Valley Flood Protection Scheme (Loxley defences) protecting parts of Hillsborough and Owlerton that flooded in November. A major watercourse culvert renovation and renewal scheme across the city started on site in 2019.
- 4.2 In 2019, the Council submitted a business case to Government for a second stage £14 million Upper Don Valley scheme at Neepsend and Kelham. A further business case is being prepared for submission to the Environment Agency in 2020 for a scheme to protect the Sheaf and Porter valleys.
- 4.3 The Council has appointed a dedicated Natural Flood and Water Management Co-ordinator working within the Flood and Water Management team. Together with the Environment Agency, this new role is bringing together all partner agencies with expertise of delivering in this area to appraise and co-ordinate the delivery of NFM projects as part of a Sheffield NFM Delivery Group. This work will continue over the long term with the aim to slow storm flows emanating in the uplands and reduce the adverse impact of climate change over the coming century. NFM feasibility studies are underway funded by Defra grant.

5.0 Long Term Management and Planning

5.1 River Stewardship

- 5.1.1 Good stewardship is essential to keep rivers free flowing reducing the risk of debris build up at bridges and culverts that can cause blockage and exacerbate flooding. Since 2007, the Environment Agency has undertaken regular main river channel maintenance activities in Sheffield clearing vegetation, invasive species and silt deposits.
- 5.1.2 In 2019, the Environment Agency appointed the River Stewardship Company to carry out an annual programme of river channel maintenance and stewardship work in Sheffield's lower Don Valley. This work is being funded by the Environment Agency and key riparian owners in the lower Don Valley including the City Council. Proposals are to extend these arrangements to other areas of the city as the capital programme develops.

5.2 Emergency Response

- 5.2.1 In 2018, the Council appointed Amey LG to undertake the maintenance and emergency operation of the newly built flood defences in the lower Don Valley for an initial period of 6 years.
- 5.2.2 The Council is working in partnership with the Environment Agency to provide advice and support to vulnerable communities including registering

households and businesses to receive flood warnings and how to plan for what to do when a warning is issued.

6.0 What does this mean for the people of Sheffield?

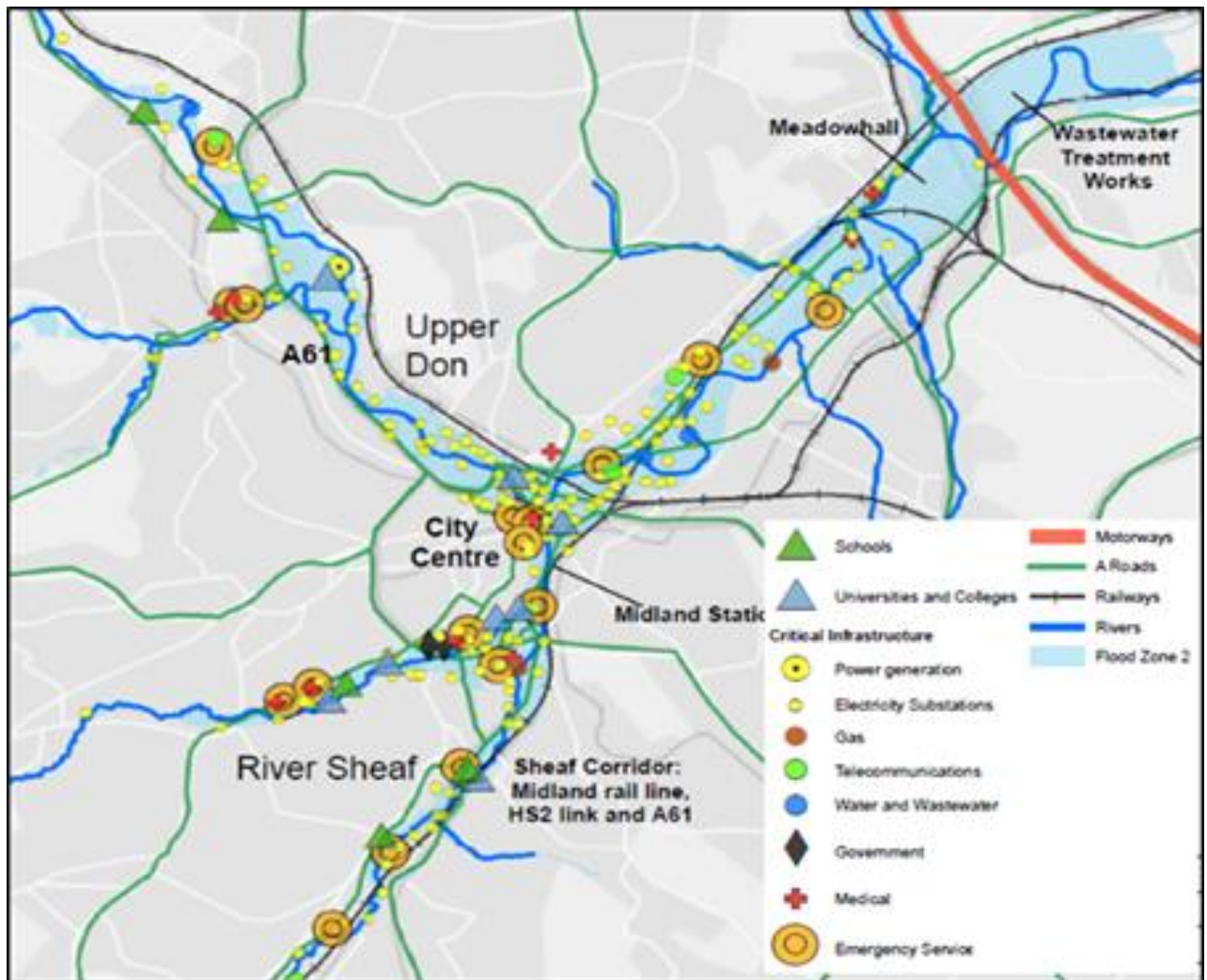
- 6.1 The Partnership's strategic approach with a primary focus on capital infrastructure investment will mean that the risk of main river flooding to Sheffield communities is significantly reduced.
- 6.2 The Council's commissioned assessment (Table 1) outlines that without future capital investment at the year 2080 - 4,001 households and 1,341 businesses will be at risk of flooding in the Upper Don and Sheaf river valleys alone resulting in potential damages of £317 million. Critical utility apparatus and transport infrastructure will become increasingly vulnerable with potential for major disruption to travel and essential services (Figure 2).

Table 1 – Flood Risk in Sheffield's Upper Don and Sheaf Valleys without further capital investment taking place

| Upper Don Valley | | | |
|---|---|---|--|
| Current | | Potential in future (beyond 2079) | |
| Residential properties: | 1,245 | Residential properties: | 2,081 |
| Commercial properties: | 760 (402,000m2) | Commercial properties: | 852 (490,000m2) |
| Key infrastructure assets: | A61 Penistone Rd 45 Electricity sub-stations 2 health centres 1 pump house 1 telecoms point | Key infrastructure assets: | A61 Penistone Road 54 Electricity sub-stations 3 health centres 1 pump house 1 telecoms point. |
| Area of potential development sites affected: | 45ha | Area of potential development sites affected: | 46ha |

| Sheaf Catchment | | | |
|---|--|---|---|
| Current | | Potential in future (beyond 2079) | |
| Residential properties: | 1,187 | Residential properties: | 1,920 |
| Commercial properties: | 329 (143,000m2) | Commercial properties: | 489 (195,000m2) |
| Key infrastructure assets: | Midlands station & railway line A61 ring road 16 electricity sub-stations 1 Fire station 1 Police station 2 Health centres 1 Local gov't. office | Key infrastructure assets: | Midlands station & railway line A61 ring road 22 electricity sub-stations 1 Fire station 1 Police station 2 Health centres 1 Local gov't office |
| Area of potential development sites affected: | 12.9 ha | Area of potential development sites affected: | 14.1 ha |

Figure 2 – Critical Utility Apparatus and Transport Infrastructure in the Flood Plain



7.0 Recommendation

7.1 The Committee is asked to provide views, comments and recommendations on the strategic approach being taken to manage the risk of flooding in Sheffield.



Report to Economic and Environmental Wellbeing Committee Tuesday 17th March 2020

Report of: Policy and Improvement Officer

Subject: Economic and Environmental Wellbeing Committee: Scrutiny 2 Year Progress Report 2018-20 and issues for drafting Work Programme 2020-21

Author of Report: Deborah Glen, Policy and Improvement Officer
deborah.glen@sheffield.gov.uk
 0114 273 5065

Summary:

This report provides the Committee with a summary of its activities over the current and previous municipal year for inclusion in the Scrutiny Progress Report 2018-20. The Committee is asked to consider and comment on this document (Appendix A).

This report is unusual, in that it covers two municipal years. This has been achieved by bringing forward the publication timeline for the 2019/20 Annual Report and merging it with the previous year, 2018/19. The report also includes a list of topics which it is recommended be considered for carry forward into the 2020/21 Work Programme for this committee. This can then be considered by newly formed committee in 2020/21.

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:

- Scrutiny Progress Report 2018/20: EEWB Draft Content: Consider and comment on the draft content – Section 1.0 and Appendix A.
- Work Programme 2020/21: Agree that the list of topics outlined in section 2.0 be put forward for consideration as part of the 2020/21 Work Programme for this committee; and provide any further comment – Section 2.0

Background Papers: None
Category of Report: OPEN

Economic and Environmental Wellbeing Committee
Tuesday 17th March 2020

1.0 Scrutiny Progress Report 2018-20

- Each Scrutiny Committee will produce a summary of their activities and outcomes, over the past two municipal years, for inclusion in the Scrutiny Progress Report 2018/20. A draft summary of this Committees activity and outcomes is attached - please see Appendix A.
- The full list of topics considered by this Committee during 2018/19 and 2019/20 is as follows:

| 2018/19 | 2019/20 |
|---|---|
| City Centre Development and Growth - Heart of the City II | Sheffield City Region - Review of Bus Services |
| The Future of Supertram | Tackling Air Pollution - Sheffield's Clean Air Zone Proposals |
| Update on the Sheffield Bus Partnership | Visit to the Energy Recovery Facility |
| Sheffield Transport Strategy 2018-34 - Assessing Sustainable Travel Options (Supertram, Sheffield Bus Partnership, Sheffield Cycling Inquiry) | Recycling Performance |
| Sheffield's Clean Air Zone Proposal | Sheffield City Council Brexit Update |
| Update on the Environmental Service Changes Introduced in April 2018 | Sheffield City Trust Update |
| Call-in of the Individual Cabinet Member Decision on Sheffield Inner Ring Road and Junctions | Heart of the City 2 Update |
| Post Core Investment Review of the Streets Ahead Contract | Transforming Cities Fund - Engagement and Delivery Challenges |
| Building Better Parks Strategy | Division Street Temporary Closure |
| Call-in of the Individual Cabinet Member Decision on Parking Fees and Charges | City Centre Growth and Development |
| | Sheffield Flood Defences |
| | Streets Ahead Contract |

2.0 Work Programme 2020-21

- The list below outlines topics which it is recommended are put forward for consideration as part of the Work Programme for the 2018-19 municipal year, by the new committee when it is formed. This includes annual items, topics that the Committee have considered and recommended there be a future update on and also items that were identified, but not considered in 2019-20.
 - Climate Change
 - Employability
 - Sheffield City Region Mayoral Combined Authority and LEP
 - Sheffield Plan
 - LDS
 - Universities role in the economy
 - Heart of the City
 - City Centre Regeneration
 - Transport Strategy
 - Clean Air Zone proposals

3.0 The Scrutiny Committee is being asked to:

- Scrutiny Progress Report 2018/20: EEWB Draft Content: Consider and comment on the draft content – Section 1.0 and Appendix A.
 - Work Programme 2020/21: Agree that the list of topics outlined in section 2.0 be put forward for consideration as part of the 2020/21 Work Programme for this committee; and provide any further comment – Section 2.0
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Economic and Environmental Wellbeing Scrutiny & Policy Development Committee
Chair: Denise Fox (2018-2020)

Transport strategy 2018-34

We heard about this long term strategy which took a view on what Sheffield would look like in the future, in terms of population, housing and employment, and set out a number of proposals in terms of both constraints and opportunities. It sets out how, for major developments in the City, we would liaise with SYPTE and bus operators in terms of looking at modifications to existing services, or the introduction of new services. The Strategy is explicit in terms of the need to move away from being a 'car first' city, and good public transport was key to creating a sustainable and vibrant city.

In particular we focused further on the role of cycling at a separate meeting. We discovered that it was estimated that it would cost approximately £28m, on infrastructure alone, for cycle lane provision across the city.

We have agreed to continue to monitor the implementation of this strategy and to look at individual projects as they are brought forward. report on the review of the winter maintenance service at the meeting in October 2015.

Bus Services

We received a report from the Sheffield City Region (SCR), which provided an overview of the South Yorkshire Bus Review. This included an update on the progress of the Review, together with information on the approach being taken, including evidence collation and key lines of enquiry, and an indicative timeline. We learned that the review was being undertaken in order to provide the SCR Mayor with an independent assessment. Clive Betts MP, Chair of the Review, would be ensuring that it independently considered all the evidence available to fulfil its purpose, and stood up to scrutiny.

We recommended the extension of the deadline for the call for evidence, to allow for the summer holidays and requested that Members make every effort to ensure that their constituents complete the questionnaire, as part of the consultation, and invite SCR to attend any of their specific meetings with community groups. We also kept an overview of the Sheffield Bus Partnership via a progress report.

Sheffield Inner Ring Road

We considered a call in on the decision of the Cabinet Member for Transport and Development, made on 11th January, 2019, approving the Sheffield Inner Ring Road Scheme. The purpose was to scrutinise the impacts of air pollution on the City's priorities and the public's health. We were reassured that the Scheme aligns with the Transport Strategy, outlining the critical importance of the Inner Ring Road as part of the transport structure.

Clean Air Zone

We received a total of 3 separate reports on the development of Sheffield's proposals to introduce a Class Charging Clean Air Zone in the City, as part of its approach to tackle harmful nitrogen dioxide (NO₂) from road traffic in the City. We were given the opportunity to contribute to the statutory consultation on the proposals, which ran from 1st July to 25th August 2019.

The consultation comprised three online surveys, that were tailored to key stakeholders – people that lived and worked in Sheffield, businesses and organisations and taxi drivers, and this was supported by a dedicated website. In addition, a series of engagement events were targeted at those groups that were most directly affected by the proposals – businesses and taxi drivers.

We heard about the range of supporting measures which, it was hoped, would be provided from the money received from the Government, towards upgrading vehicle fleets. The Council was reasonably confident that bus operators would take steps to either upgrade or replace their fleets, and a number of discussions had already been held with the main bus operators in the City in this regard. Whilst early indications had shown that taxi drivers were broadly in support of the proposals, it was expected that a large proportion of them would be seeking assistance in terms of the support measures with regard to either upgrading or replacing their vehicles.

We did make a recommendation to the Cabinet Member to extend the consultation deadline beyond the summer holidays but unfortunately this was not possible.

Building Better Parks

In reviewing the Council's strategy, we were pleased to clarify that this would not involve selling of any Council park land. Instead the Council would be either providing a licence, concession or leasing the land and facilities to businesses, groups or organisations.

We were keen to stress the importance of amenities, such as cafes and play equipment, operating in parks, to attract more visitors. There have been several examples where leasing land or facilities in the City's parks to external organisations had proved very successful.

In brief

The Committee also considered and commented on a range of other reports on the following topics:

- Heart of the City and City Centre
- Supertram
- Environmental Services Changes
- Call in of Parking Fees and Charges
- Streets Ahead Contract
- Energy Recovery Facility/Recycling
- Sheffield International Venues
- Flood Defences