SHEFFIELD CITY COUNCIL

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Meeting held 30 January 2019

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Lisa Banes, Mike Chaplin, Mark Jones, Abdul Khayum, Mohammed Mahroof, Ben Miskell, Robert Murphy, Paul Wood and Dianne Hurst (Substitute Member)

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1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Neale Gibson, Cate McDonald (with Councillor Dianne Hurst attending as her substitute), Moya O'Rourke and Martin Smith.

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 PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 28th November, 2018, were approved as a correct record.

4.2 *Matters Arising*

4.2.1 Councillor Ian Auckland asked whether the consultation process with regard to Sheffield's Clean Air Zone proposals had begun, to which Councillor Jack Scott, Cabinet Member for Transport and Development, stated that the Council was still awaiting authorisation from the Government relating to the Outline Business Case it had submitted and therefore he was not yet able to bring a progress report to this Committee.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Committee received the following questions from Mike Hodson, a member of the public:-

Accepting that Parks and Countryside Department, along with the rest of Sheffield City Council, has been very damaged by the large reduction in grant income, and accepting therefore that the new Building Better Parks Strategy for seeking to increase income and retain the ability to maintain Sheffield's parks and green

spaces is very welcome; nevertheless does the Scrutiny Committee feel able to whole-heartedly endorse the entire Strategy in the light of the apparent conflict between:

(a) the Strategy's proposal that implementation should include "leases and sales of land and/or buildings for new homes or businesses", and could involve "disposing of low recreational value land or property to generate new income "; and
(b) the assertions by Councillor Mary Lea, Cabinet Member for Culture, Parks and Leisure, and by the Head of Parks and Countryside that "no parks will be sold under, or in the implementation of, this strategy"?

Does the Committee feel that the proposal quoted above is also compatible with the aspirations quoted in the Report, or in public, that the Council should "maintain control of policy and assets", and "maintain affordable public access under all circumstances"?

Follow-up? Will the Scrutiny Committee include the Building Better Parks Strategy and its implementation in its Work Programme for 2019/20, in order to monitor the issues highlighted above?

5.2 The Chair informed Mr. Hodson that an item regarding the Building Better Parks Strategy would be added to the Committee's Work Programme and he will be informed when the item is on the agenda.

6. CALL-IN OF THE INDIVIDUAL CABINET MEMBER DECISION ON SHEFFIELD INNER RING ROAD AND JUNCTIONS

6.1 The Committee considered the following decision of the Cabinet Member for Transport and Development, made on 11th January, 2019:-

"That the Sheffield Inner Ring Road Scheme be approved and implemented, in accordance with the details set out in the report."

6.2 *Signatories*

The lead signatory to the call-in was Councillor Martin Phipps, and the other signatories were Councillors Kaltum Rivers, Robert Murphy, Alison Teal and Douglas Johnson.

6.3 *Reasons for the Call-In*

The signatories wanted to scrutinise the impacts of air pollution on the City's priorities and the public's health.

6.4 *Attendees*

- Councillor Jack Scott (Cabinet Member for Transport and Development)
- Tom Finnegan-Smith (Head of Strategic Transport and Infrastructure)
- Andrew Marwood (Senior Engineer)

- Ogo Osammor (Lead Air Quality Officer).
- Councillor Martin Phipps, Lead Signatory to the call-in.
- Councillor Douglas Johnson, Signatory to the call-in.

6.5 *Questions asked by Members of the Public*

6.5.1 Roy Morrison

1. How does the scheme square with the proposed Clean Air Zone?
2. How will the scheme provide quicker and more reliable bus journeys?

6.5.2 James Martin

Mr. Martin referred to paragraph 4.1 in the report to Councillor Jack Scott (Cabinet Member for Transport and Development), dated 11th January, 2019, which states that an Equality Impact Assessment had been carried out and that the measures would improve accessibility. Mr. Martin stated that as far as he was aware, the Access Liaison Group had not been consulted on this.

6.5.3 Ruth Mersereau

1. In its report, the Council states that the business case for active travel, including cycle schemes, has not been identified. How was this conclusion reached and how was this quantified?

2. What effect does the Council think the Inner Ring Road expansion will have on noise pollution levels and their effect of residents living near to the road?

6.5.4 Andrew Rogers

What consideration has been given to the residents of Kelham Island and the surrounding area regarding the increase in traffic?

6.6 Councillor Jack Scott responded to the questions as follows:-

- Clean Air Zone – The model scheme will result in better air quality as the aim was to prioritise public transport to move through the area quicker. If the scheme did not go ahead, the air quality would decrease.

- Bus Journeys and Traffic Lights – Councillor Scott said that the prioritisation of public transport brought about by the scheme would significantly reduce the delays to bus journeys and ease congestion, particularly at peak times, and clear traffic out of the city centre. Without the scheme, bus times would increase and cause further delays. The scheme would provide improved, safe crossing facilities for pedestrians and cyclists.

- Access Liaison Group – Councillor Scott confirmed that the Access Liaison Group had not been consulted regarding this scheme, so could not comment as to whether it endorsed it.

- Active Travel – This was a stand-alone scheme and as yet was not completed. It was thought that this scheme does provide improvements for pedestrians, public transport users and cyclists.

- Noise Pollution – It was envisaged that there would not be a significant change in noise levels should the scheme go ahead.

- Whilst there has been significant growth within the Inner Ring Road area, the scheme addresses the wider transport issues facing the city as it continues to improve economically and regenerate.

6.7 Councillor Martin Phipps, as Lead Signatory to the call-in, stated that he had a number of concerns regarding the scheme. These were primarily (a) that the residents of Kelham Island and the surrounding area were concerned that the scheme would increase the physical separation of the area from the city centre; (b) due to the fact that the Parkway was already in breach of legal air quality limits, the scheme would increase air pollution; (c) what were the long-term benefits of the scheme and could other options be explored; and (d) the intent of the scheme was to allow more cars to pass through the Inner Ring Road Area to accommodate the full build out of the city centre's development. Councillor Phipps said that the preferred preliminary design did not appear to give prioritisation to public transport and asked for this to be clarified.

6.8 Councillor Douglas Johnson, as a signatory to the call-in, referred to the preliminary design map and asked for clarity with regard to the scheme cycle provisions and the benefits of it.

6.9 Councillor Ian Auckland, as a signatory to the call-in, stated that the need to look at highway capacities used to be considered by the Planning and Highways Committee and this no longer seemed to be the case. He was also aware of the concerns of cyclists using the area.

6.10 Councillor Rob Murphy, as a signatory to the call-in, stated that there appeared to be differences between the information in the report and what had already been said at the meeting. He asked how there could be no road widening, when it was planned to change from two lanes into three lanes, and also, he failed to see where there would be improvements to bus priority.

6.11 The following responses were given:-

- The Scheme aligns with the Transport Strategy which outlines that the Inner Ring Road is a critical part of the transport structure. Movement is constrained from the east to the west of the city and a cumulative impact assessment has shown that changes to the Inner Ring Road need to be made to enable free movement across the city.

- It is clear that there would be an improvement in air quality levels due to traffic moving quicker through the area.

- Although there will be a potential loss of trees and grassed areas in the central reservation areas due to the construction of the additional traffic lanes, landscaping, including the planting of wildflowers, will take place in other areas of the site.

- The scheme aligns with the Transport Strategy by making best use of the space available and improving the efficiency of the junction operation at Corporation Street, Bridgehouses and Savile Street, by providing safe crossing for pedestrians and cyclists, and also improve the connectivity between the city centre and Kelham Island.

- Development of the Inner Ring Road is a critical factor to the Transport Strategy in ensuring that the transport system supports inclusive economic growth whilst also ensuring health and environmental sustainability, and reducing air pollution. The Healthy Street scheme does not apply to the Inner Ring Road, it is more for suburban areas.

- The Upper Don Flood Defence junction is not affected in any way by the proposed scheme.

- Although the proposed scheme is predominantly funded by the City Council and Sheffield City Region, there is the possibility that some funding may become available through Transforming Cities.

- It is considered that the Scheme is robust, the impact and benefits of it have been accepted through the Business Case submitted. The appraisal for the Clean Air Zone has not yet been signed off by the Government, the Council is still awaiting feedback.

- Whilst this section of the Inner Ring Road is only 10 years old, the proposals are for a short to medium term scheme, and the modelling shows that it will realise the benefits it has been designed to do for the required time period. The modelling also shows that the improvements to the network will continue to provide resilience beyond 2024 which would not be the case if the improvements do not take place. The Inner Ring Road area was unrecognisable compared to 10 years ago, due to the extent of development over that period.

- The Inner Ring Road has the greatest number of delays throughout the whole of the city and there has to be a scheme to improve this. The West Bar area is undergoing significant redevelopment and if the scheme did not go ahead, it is envisaged there would be huge problems to Active Travel when development was completed.

- To change from two lanes to three, would be achieved by a reduction in lane width to create three lanes.

6.12 Members stated that this scrutiny exercise had highlighted issues that were not in the report. Officers have been asked to investigate connectivity from Kelham Island, cycle lane improvements and use of Community Infrastructure Levy.

Councillor Jack Scott said that he would produce a monitoring and evaluation plan approximately 12 to 18 months post scheme completion for the Committee to reflect upon and provide an updated note on the issues that had been raised, and items of interest and would make sure that the note was available in the public domain.

6.13 RESOLVED: That the Committee:-

(a) notes the contents of the report now submitted, together with the comments now made and the responses to the questions raised; and

(b) agrees to take no action in relation to the called-in decision, but requests that the Cabinet Member for Transport and Development supply the Air Quality modelling to the Committee once it has been certified accurate by Government; produces scheme outcome monitoring information on this scheme and presents it to the Committee, as well as make available to the Committee on an annual basis, monitoring and evaluation for all transport infrastructure schemes.

7. POST CORE INVESTMENT REVIEW OF THE STREETS AHEAD CONTRACT

7.1 The Committee received an update on the Post Core Investment Period Review of the Streets Ahead Contract to look at service delivery performance, contract issues and future work programmes.

7.2 In attendance for this item were Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene), Philip Beecroft (Head of Highway Maintenance), Darren Butt (Amey), Clare Smith (Procurement and Supply Chain Manager, Sheffield City Council), Helen McIlroy and Christine King (Sheffield People's Audit).

Public Questions

7.3 Helen McIlroy stated that the People's Audit was about making sure that the citizens of Sheffield were getting value for money from the Amey Contract. She said that she was concerned about how the money on the contract had been spent and, having looked at the data provided on the Council's website, she thought a lot of information had not been made publicly available. Christine King added that a lot of clear, meaningful information had been omitted and the information that was available was not open and transparent and did not fully reflect what was happening in the city. Ms. King stated that there were no performance figures, whether things on the city's streets were improving or getting worse, and very often the website only reported on things that were going well, but not on things that were not working so well. She also enquired whether the data that was on the website was uploaded on a monthly basis and how often an audit of the Company was carried out.

7.4 Responses to these questions were as follows:-

- The amount of work that had been carried out by Amey had been

phenomenal and it was impossible to report back on it on a monthly basis.

- Although the contract the Council has with Amey was under review, it was business as usual and the contract will continue as normal.

- A report on every strategic contract was published on the Council's website and it was possible for the contracts to remain accessible to the public.

- Any repairs that were reported to the Streets Ahead, were passed onto to Amey and were dealt with by them, and the response time varied depending on the type of job required.

7.5 Philip Beecroft introduced the report and outlined the spectrum of the Streets Ahead Contract, its achievements to date, any contractual issues and the future of the works. He said that the contract was for 25 years to address the decline of the highways around the city. During the first five years of the contract the targets to improve the condition of roads and footpaths, street lighting, replacement of traffic signals and highway structures have all been achieved. Savings had been made on street lighting through the use of LED lights, carbon emissions and energy bills have been reduced and the network requires less maintenance. Philip Beecroft said that the funding for the scheme had been sought by bidding for Government funding and additional capital from the Council's highways revenue budget. He added that the Streets Ahead team and Amey hold regular service improvement meetings and service monitoring meetings and performance on the scheme has been inspected independently.

7.6 Darren Butt admitted that there had been issues with the contract as there might be with any large contract, but there had been marked improvements; the city centre is litter-free, the gulleys are cleaned on a regular basis and there will be ongoing maintenance to the city's streets. Amey, as a company, have introduced an Internship Programme for young people and also have taken on apprentices.

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

- Due to the amount of resurfacing works already carried out, which was to 70% of the city's streets, it was inevitable that some surfaces required further repairs to them, which was due to the wrong design, original surface, road layout etc. Any such repairs had been and would continue to be undertaken at no extra cost.

- Last Spring, grit bins were removed from the city's streets but following a review, over 1,900 grit bins across the city were replaced and these were checked and filled at the start of the winter. Details of where the grit bins are located and how to request a grit bin, can be found on the City Council's website.

- Graffiti, once reported to Customer Services, will be removed on roads or pavements, litter bins, road signs, lighting, as well as from bridges and subways. Also graffiti could be removed from privately owned houses, and

Streets Ahead would charge to remove it from commercial premises.

- The Council rely heavily on members of the public reporting issues in their area, especially if grit bins have not been replenished or there are "grot spots". Amey are very proactive in dealing with these issues, making sure the right Council service is aware that a problem exists.

- During last year, there were only four incidents reported where people had been injured whilst the works were being carried out. Amey operate a strong "safety first" culture and should anything be found to be unsafe on site, work would stop immediately. The Council's Highways Department have scrutinised Amey's health and safety standards and a Health and Safety Team visits sites regularly to check that those standards are being upheld.

- The rationale for Streets Ahead is to maintain a level of investment and although cuts have been made, performance in grounds maintenance is very good. Issues between the Housing, Highways and Parks Services have arisen but the Council is looking at ways to improve this and recognises that a lot more work still needs to be done.

- Due to the introduction of LED street lighting, the standard of lighting is much improved and directed to illuminate where needed. If there are any problems with street lights, these should be reported.

- Roads had been resurfaced when their optimum life had been reached and will be treated again before the end of the 25 year contract, with surface dressing to protect the life of the road.

- A survey of the roads will be carried out bi-annually and where any don't meet the necessary standard, they will be added to the next programme of works.

- It was accepted that sometimes the Council's website was not the easiest to access, but it was hoped that improvements will be made.

- The future was to have "smart cities", having sensors on bins, street lights, grit bins, gulley etc. that will detect when repairs/maintenance is needed. In the meantime, the public need to be more proactive at reporting any issues they have.

- Amey were happy to work alongside the People's Audit and acknowledged that it is not for them to gather information regarding the Streets Ahead Programme. However, officers were of the opinion that People's Audit were suspicious of the Council and Amey, and tried to "catch them out", but stated that some information was commercially sensitive and not open to the public.

- When a road has been repeatedly dug up by the utility services, it was the

responsibility of the utility service concerned to patch the road up. Eventually, the patched up areas will be covered by resurfacing.

7.8 RESOLVED: That the Committee:-

(a) thanks Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene), Philip Beecroft (Head of Highway Maintenance), Clare Smith (Procurement and Supply Chain Manager) and Darren Butt (Amey) for their contribution to the meeting;

(b) notes the contents of the report and the responses to questions; and

(c) requests that an update report on the Streets Ahead Contract be brought to the Committee on an annual basis.

8. WORK PROGRAMME 2018/19

8.1 The Committee received a report of the Policy and Improvement Officer which set out the Committee's Work Programme for 2018/19.

8.2 RESOLVED: That the Committee approves the contents of the Work Programme 2018/19 and noted that there were three items to bring to the Committee, in March if possible, but this could be a variation of two out of the three.

9. DATE OF NEXT MEETING

9.1 It was noted that the next meeting of the Committee would be held on Wednesday, 27th March, 2019, at 5.00 p.m., in the Town Hall.

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