

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Wednesday 31 January 2018 at 5.00 pm

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

The Press and Public are Welcome to Attend

Membership

Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Mike Chaplin, Neale Gibson, Mark Jones, Abdul Khayum, Ben Miskell, Robert Murphy, Moya O'Rourke, Colin Ross, Jackie Satur, Ian Saunders, Gail Smith, Martin Smith and Paul Wood

Substitute Members

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

PUBLIC ACCESS TO THE MEETING

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

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

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

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

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

FACILITIES

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

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

**ECONOMIC AND ENVIRONMENTAL WELLBEING SCRUTINY AND POLICY
DEVELOPMENT COMMITTEE AGENDA
31 JANUARY 2018**

Order of Business

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 1 - 4)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meetings** (Pages 5 - 24)
To approve the minutes of meetings of the Committee held on 30th November and 20th December, 2017
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. "Green City Strategy, including Transport Vision and Clean Air Strategy"** (Pages 25 - 50)
Report of the Executive Director, Place
- 8. Work Programme 2017/18** (Pages 51 - 62)
Report of the Policy and Improvement Officer

For Information Only

- 9. Western Road First World War Memorial Committee Recommendations - Formal Cabinet Response**
Report of the Executive Director, Place
- 10. Date of Next Meeting**
The next meeting of the Committee will be held on Wednesday, 14th April, 2018, at 5.00 pm, in the Town Hall

This page is intentionally left blank

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.

This page is intentionally left blank

Economic and Environmental Wellbeing Scrutiny and Policy Development
Committee

Meeting held 30 November 2017

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Mike Chaplin, Neale Gibson, Abdul Khayum, Ben Miskell, Robert Murphy, Moya O'Rourke, Colin Ross, Jackie Satur, Ian Saunders, Martin Smith and Paul Wood

.....

1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Gail 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 In relation to Agenda Item 8 (Protecting Sheffield from Flooding – Programme Update), Councillor Paul Wood declared a personal interest as an owner of land on Greasborough Road, very close to the River Don scheme.

4. MINUTES OF PREVIOUS MEETINGS

4.1 The minutes of (a) the meeting of the Committee held on 13th September 2017, and (b) the special meeting of the Committee held on 2nd November 2017, were approved as correct records.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 The Committee received the following questions from members of the public:-

5.2 Annette Taberner

Were Members aware of what has been happening in Nether Edge, Meersbrook, Topley and Dore, in connection with the removal of trees under the Streets Ahead Programme?

There have been instances of unmarked security guards, some masked, assaulting protesters and on one occasion, a resident in his own garden, when objecting to the tree-felling. The security guards and their supervisors have been refusing to show their ID. Felling has been taking place above people's heads and over parked cars. Streets have been totally blocked off, resulting in buses transporting disabled children not being able to gain access to their homes, meaning the driver was having to walk them to their homes, raising safeguarding concerns.

Is this Scrutiny Committee the responsible body to oversee and scrutinise the

Streets Ahead contract?

Felling is clearly not a last resort, and engineering solutions used throughout the country were not being used to retain healthy trees, despite residents being told they are costed into the contract.

How is the implementation of the contract being monitored this week, given the afore-mentioned allegations?

What are the forward plans for next year, and how many more fellings can we expect?

Are there plans for a proper maintenance?

Are there any plans to consult with residents?

Air pollution is very high – many reports, including one very recent one, shows how trees help mental and physical health – why are so many being felled?

What are the lines of accountability?

5.2.1 The Chair stated that a written response would be provided to Ms Taberner.

5.3 Nigel Slack

Has any decision been made by John Lewis or the Council as to the future of the store by way of location?

5.3.1 Councillor Mazher Iqbal (Cabinet Member for Business and Investment) stated that discussions were still ongoing with regard to this issue.

6. SHEFFIELD RETAIL QUARTER - HEART OF THE CITY PHASE 2

6.1 The Committee received a report from the Director of City Centre Development, providing an update in terms of the Sheffield Retail Quarter – Heart of the City Phase 2.

6.2 In attendance for this item were Councillor Mazher Iqbal (Cabinet Member for Business and Investment) and Nalin Seneviratne (Director of City Centre Development).

6.3 Councillor Mazher Iqbal stated that although it had taken a considerable length of time to reach this stage, construction works in respect of the Sheffield Retail Quarter – Heart of the City Phase 1 had now commenced, with the construction of the HSBC offices being at an advanced stage. He stated that with this development, and the improvements, and further developments to be made, in respect of The Moor, major steps would be taken in terms of the transformation of the City Centre.

6.4 Nalin Seneviratne introduced the report, which set out details, including financial information, with regard to the delivery of Phase 1, together with information on the plans for Phase 2. Mr Seneviratne referred briefly to the history of the scheme, specifically to the reasons for the delays and reported on the development works in respect of Phase 1 of the scheme, which included 56,000 square feet of new retail and leisure space, together with 140,000 square feet of new offices, with a major pre-let to HSBC. The Phase 1 works were focused around high quality public realm, linking the development to the redevelopment of The Moor, and the decision

by HSBC to retain their offices in the City had been viewed as a major driver in terms of future development plans. He stated that work was continuing in connection with the revised Masterplan, which it was hoped would provide a catalyst both in terms of those companies who had expressed an interest in renting space, and new companies being attracted to the City, and which would hopefully be completed sometime in early 2018. Mr Seneviratne indicated that the Council was very mindful of the changes in current retail offer, and had recognised the importance of the leisure component of such large retail schemes in the light of the change in shopping behaviours, and that this change would be reflected in the revised Masterplan.

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

- The Council was currently in discussions with John Lewis, in connection with their involvement as part of the scheme, and it was hoped that there would be further to report on this issue in early 2018.
- Whilst the overall construction cost of the scheme had previously been reported as totalling £350 million, the Council won't necessarily have to deliver the whole scheme. As part of the revised Masterplanning process, the Council was currently working on where it needed to invest.
- In terms of the land assembly and enabling works, which totalled £61.2 million, this work, which included a number of Compulsory Purchase Orders, had been largely completed, with the land being secured for development. The only outstanding work in connection with this involved the need to agree terms with one or two tenants.
- The retail and office elements of the scheme were being undertaken as an investment, with planned cost recovery through a sale of the completed building or through rental income received by retaining ownership. The exact exit, or sale route, would be determined after considering the relative values and merits of the options available. Whilst there was always going to be an element of risk attached to this practice, it was considered that such risks were small.
- Discussions in terms of the cost options were to be held in early 2018 between the Cabinet Member for Business and Investment, and other relevant Cabinet Members, and the Director of Finance and Commercial Services, after the revised Masterplan had been drafted.
- As a result of the non-disclosure agreement between the Council and HSBC, it was not possible to report on the rental value of the Company's office space within the overall scheme. The total area of office space to be occupied by HSBC was nearly 140,000 square feet, including new offices and atrium. In addition, a further 25,000 square feet of office accommodation was being constructed.

- The 'Click and Collect' arrangement operated by John Lewis would be maintained and catered for as part of the new development, therefore every attempt would be made to ensure that customers could access this facility in their cars.
- Due to the fact that the retail sector was struggling nationally, a decision had been made to change the mix of the development in order to accommodate this change. The original scheme had comprised mainly retail, but it had now become apparent that there was a need to reflect on how shopping had, and would continue to, evolve into more of a leisure activity. The other aspects of the scheme - office accommodation and residential accommodation - were also deemed important in terms of its long-term viability, on the basis that having more workers in the City Centre would hopefully result in more people using the facilities during the week, and more people living in the City Centre would hopefully result in an increase in such use all week.
- The Council was working closely with Aberdeen Asset Management in connection with the future development of The Moor, including securing occupancy of more of the vacant shop units.
- There were no details at the present time in terms of the proposed mix of housing as part of the scheme.
- There were no details at the present time in terms of secure tenants as part of Phase 2 of the scheme, although discussions had been, and would continue to be, held with prospective tenants. There were a number of offers from prospective tenants, which were subject to further discussions. Due to such on-going discussions, which included commercial issues, it was not possible to announce any names at this stage. However, the Council was confident that, with an excellent team working behind the scenes, announcements would be made sometime early in 2018. There would also be further announcements in terms of developments in respect of The Moor.
- Whilst income from business rates was viewed as a key element in terms of the success of the scheme, there had been no conversations with any businesses as regards business rates in connection with Phase 2 of the scheme.
- The City Centre masterplan would clarify what arrangements and plans would be taken forward to ensure good access and egress from the City Centre.
- Whilst there would be huge benefits, specifically in terms of the reduction in air pollution, if companies could offer free delivery of goods ordered on-line, this would result in further costs for the retailers, who were already struggling in a very competitive market. Whilst the Council had an interest, it was the responsibility of retailers to work out how best they could attract customers.
- Whilst HSBC were the only major company who had signed up to Phase 1 of the scheme, there would be announcements in terms of other businesses in

early 2018. Work would continue on the revised Masterplan, which was key to attracting further businesses, and when the Masterplan had been completed, this would help to fully market the rest of the scheme, by showing the proposed mix of uses.

6.6 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the responses to the questions raised;
- (b) requests the Director of City Centre Development to attend its meeting to be held on 31st January 2018, and submit a report on the revised Masterplan and delivery strategy, and providing details, where possible, in terms of further investors in the scheme; and
- (c) thanks Councillor Mazher Iqbal and Nalin Seneviratne for attending the meeting, and responding to the questions raised.

7. PROTECTING SHEFFIELD FROM FLOODING - PROGRAMME UPDATE

7.1 The Committee received a report of the Director of City Centre Development providing an update on the Protecting Sheffield from Flooding investment programme. The report set out details of the progress of the various schemes being implemented in the City, in partnership with the Environment Agency, which would invest in the City's flood and drainage infrastructure, and aim to protect communities, as well as supporting commercial and housing growth in Sheffield's main river valleys.

7.2 In attendance for this item were Jim Fletcher (City Council Food and Water Manager), David Brown (City Council Principal Project Manager, Major Projects), James Mead and Victoria Saynor (Environment Agency), Liz Ballard (Chief Executive, Sheffield and Rotherham Wildlife Trust) and Nalin Seneviratne (Director of City Centre Development).

7.3 Prior to the consideration of the report, the Committee received a number of questions from members of the public, as follows:-

7.4 Jude Lamb

As you are aware, there is a very high level of opposition to the proposal for a flood storage area to be located at the Roscoe site at Rivelin. The scheme would destroy a well-loved and well-used natural beauty spot, rich in heritage and wildlife. We understand that this flood storage area is now described as a last resort, dependent on negotiations with Yorkshire Water. Please can you explain, besides Yorkshire Water and the flood storage dam, what other options are being explored for the Rivelin/Loxley part of the river system, and what comparative impact assessments were made across the original 16 possible flood storage areas that led to such an unpopular option still being on the table at such a late stage in the process.

7.4.1 The Chair stated that a response would be provided as part of information to be reported in connection with the report.

7.5 Nigel Slack

7.5.1 Many concerns have been expressed about the potential damage that these proposals may cause to internationally significant industrial heritage assets in the Upper Don valleys, including Historic England, as well as local groups, yet heritage is not mentioned in this report. Can the Council explain who will be part of the Natural Flood Management Working Party, and whether, if they are not already part of this Working Group, they will be consulting with organisations like the South Yorkshire Industrial Trust and the Waterway Group on what they suggest would be multi-million pound damage to heritage assets in these areas of intrusive flood management.

7.5.2 The Chair stated that a response would be provided as part of information to be reported in connection with the report.

7.6 Trevor Bagshaw

7.6.1 Bradfield Parish Council is concerned that there has been no ongoing dialogue with stakeholders, and want to know about the proposals affecting Oughtibridge, particularly those which touch on the Parish Council's property - Coronation Park. This is urgent as the Parish Council is considering undertaking works to the Park and its environment.

7.6.2 The Chair stated that a response would be provided as part of information to be reported in connection with the report.

7.7 Brian Holmshaw

(a) At least two of these flood protection methods result in the destruction of significant industrial archaeology, including a weir that is over 300 years old. What discussions has there been with relevant local industrial archaeological organisations – South Yorkshire Industrial History Society, South Yorkshire Archaeology Service and Wortley Top Forge – to mitigate damage to existing archaeology, both in and around the waterways?

(b) In December 2016, Sheffield and Rotherham Wildlife Trust asked for full environmental impact assessments at the places where major structural changes are planned. Have any been made and where can we see them?

(c) How many organisations are part of the stakeholder group that the City Council and Environment Agency are working with, and who are they?

7.7.1 The Chair stated that a response would be provided as part of information to be reported in connection with the report.

7.8 Graham Appleby (Submitted prior to meeting, and raised in his absence)

7.8.1 If the City Council has designs on building homes and businesses in the Don Valley flood plain to create an estimated income of some £80 million, has consideration been given to building 'flood proof' buildings? In areas that flood around the world, buildings are often raised above the level of any flood water. This approach may help reduce the need for such drastic flood retention schemes as are being planned.

7.8.2 The Chair stated that a response would be provided as part of information to be reported in connection with the report.

7.9 Liz Ballard, attending on behalf of the Sheffield and Rotherham Wildlife Trust, referred to the Trust's request at the Scrutiny Committee meeting on 30th November, 2016, for a strategic partnership to be formed to work with the Council and the Environment Agency, to add value and inform the 'Protecting Sheffield from Flooding' programme. She stated that, unfortunately, there has only been one 'inaugural' meeting in May 2017, with no future meetings planned. Ms Ballard provided an update in terms of the work undertaken by the Trust, which had included applying for additional funds, albeit unsuccessfully, to support natural flood risk management projects in Sheffield, to compliment the Council's proposals. The Trust had also been exploring the feasibility of Natural Flood Management (NFM) delivery in west of Sheffield (Upper Don catchment), in collaboration with the Environment Agency, but had struggled to secure the data from Arup Associates to inform this process, but once this data had been received, with the assistance of the Environment Agency, the Trust found that when ground truthing some potential intervention sites, with Yorkshire Water and Sheffield Hallam University, the modelling did not relate to reality on the ground. The Trust had also had a team visiting a wide range of other locations in the area, with a view to assessing potential NFM project locations with landowners/farmers and during these visits, they had identified that many sites currently under the ownership of the Council already had an important role in containing and slowing water through their low intensity agricultural habitats. Ms Ballard stated that the Trust requested the Council to consider assessing and recognising the existence of NFM services offered by the Council's farmed estate and strongly recommended that more work was undertaken to determine exactly what NFM currently exists and the gains that could be made in the catchment to the west of Sheffield.

7.10 Ms Ballard stated that the Trust had invested considerable effort in NFM on the Rother, between Sheffield and Rotherham, and again, strongly urged the Council to ensure that 'Protecting Sheffield from Flooding' does not result in moving the problem to Rotherham. It was suggested that a wider catchment approach was needed, and the Trust was already looking at a number of options, with the Environment Agency, to improve flood storage on site between the two urban areas. One example included recent investment in improvements at Woodhouse Washlands Nature Reserve, with further work planned to assess whether this site could hold more water in the future. In terms of Rivelin/Roscoe, the Trust had met with the Rivelin Valley Conservation Group to look at the proposed scheme and landscape drawing, and Ms Ballard re-iterated her concerns with regard to the proposed height of the barrier or dam-like structure.

- 7.11 Jim Fletcher referred to the report, indicating that whilst the Lower Don Valley flood defence scheme was scheduled to be fully completed in January 2018, the Upper Don Valley and Sheaf catchment flood alleviation schemes had proved very challenging. Although the cost of the schemes was significant, it was hoped that, by adopting a phased approach, and working on funding packages in respect of each phase, the necessary funding would be secured to finance the full schemes and in time, achieve a protection standard equivalent to the 2007 floods. There had been issues relating to funding the schemes that have prolonged the current early stage of scheme development. However, progress had continued in moving from the scoping/concept stage; appraising the short list of options announced earlier in the year, and moving to a preferred options stage. Mr Fletcher made specific reference to the Sheffield Natural Flood Management Working Group, which had been established by the Council and the Environment Agency, with relevant Trusts and organisations, details of which would be provided to Members. Those preferred catchment-wide options, including “slowing the flow” measures, would provide a high quality flood protection standard and system, both for Sheffield and downstream locations.
- 7.12 James Mead (Environment Agency) stated that the Agency had worked with a number of partners involved in peatland restoration in an effort to further understand the relationship between peatland restoration and flood risk, as well as other benefits for water that can potentially be achieved. Whilst moorland restoration could reduce runoff at a local scale, it remains difficult to demonstrate significant change at the catchment scale. Mr Mead stated that upland land management measures should be seen as one part of an integrated approach to flood risk management. They need to be complemented by other management options on floodplains downstream, hard engineering solutions, and decisions which steer development away from vulnerable sites. Whilst there remains much debate about the role of land management in mitigating flooding, what is in no doubt is that the support of land owners and the local community is critical to their success.
- 7.13 In terms of the responses to the questions raised by members of the public, it was stated that, with regard to the options being explored for the Rivelin/Loxley part of the river system, the Environment Agency was working closely with Yorkshire Water in terms of utilising compensation reservoirs above the City to store flood water. In respect of the impact of the proposals on heritage, it was reported that Historic England had been involved in the consultation process, and had visited all the sites involved, being informed of all the partnership’s options. Historic England had raised some concerns with regard to the options, and it was planned that further consultation would be held with that Organisation, and other key stakeholders, when more detailed proposals had been formulated. With regard to the concerns expressed by Bradfield Parish Council, it was stated that the Coronation Park flood storage area had been discounted in the options short list announced earlier in the year. In terms of the works on sites of archaeological interest, the partnership would ensure that appropriate liaison was held with Historic England in respect of such works.
- 7.14 Members of the Committee raised questions, and the following responses were

provided:-

- Whilst a number of key stakeholders, including friends groups and environmental groups, had been consulted on all flood protection options at the early outline concept stage in 2016, more detailed consultation would be held with such groups in terms of the specific design of the schemes. As part of the public consultation, a range of options had been discussed, with a shortlist being drafted at the end of the consultation period. Consideration had also been given to funding, as part of the consultation. It was agreed that communication should continue with stakeholder groups outside specific consultation stages.
- There was a considerable level of disappointment in the fact that the funds needed to cover the full cost of the Upper Don and Sheaf catchment schemes had not been secured. The partnership would continue to work with the Government in order to secure the funds to finance the full schemes, but, in the meantime, the Council planned to deliver the schemes in phases over a five-year plus period as and when funding packages became available. Although the schemes qualified for £22.5 million of Defra flood grant aid, subject to the approval of business cases by the Environment Agency, such funding had to be matched, with evidence provided to this effect. The original plan had been to undertake the schemes in full, over a five-year period but, due to funding issues, the Environment Agency had suggested that the project be delivered in phases, with each phase qualifying for grant funding. The partnership had applied for DCLG Housing Infrastructure Funding of £10 million, and had secured £4 million at outline stage, with an opportunity to secure further funds from the Sheffield City Region, in connection with supporting potential for economic growth in the Upper Don area.
- All the schemes had been registered on the Government's National Flood Programme, with a percentage of funding being indicatively allocated for each individual scheme.
- Undertaking NFM works in the Rivelin and Loxley catchments were not easy options as it involved working with numerous organisations and landowners, which had different interests and views. The Environment Agency outlined that there had been positive developments in terms of the reservoir at Calderdale in North/West Yorkshire, and it was hoped that progress could be made in terms of NFM in Loxley. If NFM measures could be progressed in terms of Loxley and Rivelin, and were successful, this may reduce the size of other storage options required in these areas.
- When looking at all the possible options in terms of NFM, the partnership had tried to look into all relevant issues, including economic, technical, heritage, sociological and arboricultural issues.
- In terms of the risks of flooding in respect of underground culverted watercourses in the City, an appraisal had been undertaken in respect of 48 such watercourses City-wide. Engineering consultants had identified nine

culverts that presented the highest risk of collapse and flooding to surrounding communities, and the remaining 39 were not deemed as high risk, therefore would not qualify for grant-funding.

- It had not been possible to highlight all the options in terms of NFM on the map appended to the report on the basis that there was simply not enough room to do so. Officers would be able to provide Members with information which demonstrated those geographical areas which the partnership had looked at.
- In terms of a timetable in respect of the works, details would be published when works were due to commence in respect of the different phases.
- Whilst the issue of heather burning had been raised with the Environment Agency, it was not strictly within the partnership's remit to make or suggest any changes to land management. The Environment Agency, however, would be happy to advise or provide any assistance on, issues such as this. The issue of heather burning came under the remit of Defra.

7.15 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the information now reported, including the comments from the Environment Agency and Sheffield and Rotherham Wildlife Trust, as well as the responses to the questions raised;
- (b) thanks Jim Fletcher, David Brown, James Mead, Victoria Saynor and Liz Ballard for attending the meeting and, where relevant, for responding to the questions raised; and
- (c) requests:-
 - (i) that officers work with partners to look at the possibility of establishing a formally constituted Partnership Group, comprising representatives from all relevant agencies and organisations, as well as members of the public, to look at all aspects of flood management, including natural flood management and whole catchment approach;
 - (ii) assurance, in going forward, post this consultation stage, that all relevant organisations are fully engaged in the development and decision-making process by the Council, on proposals, and that there is a cost benefit analysis of all the options, including hard engineering works and organic solutions; and
 - (iii) that detailed designs of all the proposals under the programme be referred back to this Committee for comment, prior to submission to the Government.

8. HOSTING THE WORLD SNOOKER CHAMPIONSHIPS IN SHEFFIELD 2018-2027

8.1 The Committee received a presentation from the Director of Business Strategy and Regulation, on the securing of a long-term contract to continue to host the World Snooker Championships in Sheffield from 2018 to 2027.

8.2 In attendance for this item were Michael Crofts (Director of Business Strategy and Regulation) and Howard Varns (Programme Manager, City Growth).

8.3 Michael Crofts reported on the rationale behind securing a long-term contract, referring to the drivers in terms of the benefits to the City. These included the heritage benefits in terms of confirming Sheffield as the home of World Snooker, improving the City's profile, the financial benefits of the Championships to the local economy and the opportunity to showcase the event worldwide, particularly in China, where snooker has become one of the fastest growing sports, and which country was forecast to become the world's largest economy by 2020.

8.4 Further to questions raised by Members of the Committee, it was stated that, whilst it was considered that there was already a considerable level of engagement with the local community, during the Championships, efforts would be made to increase such levels of engagement. Whilst there was sufficient hotel space to cater for fans travelling to the City to watch the Championships, it was hoped that, as the event grew in popularity, there would be an increase in fans, thereby resulting in further hotel chains locating to the City to meet such demand.

8.5 RESOLVED: That the Committee:-

- (a) notes and welcomes the information now reported as part of the presentation, together with the responses to the questions raised; and
- (b) thanks Michael Crofts and Howard Varns for attending the meeting and responding to the questions raised.

9. WORK PROGRAMME 2017/18

9.1 The Committee received a report of the Policy and Improvement Officer which set out its Work Programme for 2017/18.

9.2 The Chair made reference to the meeting of the Committee arranged for 20th December 2017, which was to replace the postponed meeting in October 2017, and would include an update on the China Economic and Civic Programme.

9.3 RESOLVED: That the Committee approves its Work Programme for 2017/18.

10. DATE OF NEXT MEETING

10.1 It was noted that the next meeting of the Committee would be held on Wednesday, 20th December 2017, at 5.00 pm, in the Town Hall.

This page is intentionally left blank

SHEFFIELD CITY COUNCIL

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

Meeting held 20 December 2017

PRESENT: Councillors Denise Fox (Chair), Ian Auckland (Deputy Chair), Mike Chaplin, Neale Gibson, Abdul Khayum, Ben Miskell, Robert Murphy, Colin Ross, Ian Saunders, Martin Smith, Paul Wood and Andrew Sangar (Substitute Member)

.....

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillors Mark Jones, Jackie Satur and Gail Smith (with Councillor Andrew Sangar attending as her substitute).

2. EXCLUSION OF PUBLIC AND PRESS

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

3. DECLARATIONS OF INTEREST

3.1 In relation to Agenda Item 7 (Support for Small Businesses in Sheffield), Councillors Neale Gibson, Abdul Khayum, Rob Murphy, Martin Smith and Paul Wood declared personal interests as owners, and/or directors, of small businesses in the City.

4. PUBLIC QUESTIONS AND PETITIONS

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

5. CHINA ECONOMIC AND CIVIC PROGRAMME - PROGRESS UPDATE

5.1 The Committee received a report of the Director of City Growth, Place Portfolio, containing an update on the programme of activities that had been developed between Sheffield and Chinese partner organisations, in connection with investment, trade and education and civic activity in the City.

5.2 In attendance for this item were Councillor Mazher Iqbal (Cabinet Member for Business and Investment), Edward Highfield (Director of City Growth) and Howard Varns (Programme Manager, City Growth).

5.3 Councillor Mazher Iqbal introduced the report, referring briefly to the present position, and circulating information relating specifically to Sheffield's links with Chengdu.

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

- It was very difficult to provide a figure in terms of the level of investment made by China in Sheffield over the last two to three years. As highlighted in the additional information circulated at the meeting, Sheffield's relationship with Chengdu held massive potential for both the City's citizens and businesses, and which included plans for a Sheffield-Northern Powerhouse Business and Trade 'Incubator' Office, to open in Chengdu's High-Tech Zone in early 2018. This would provide all partners in the City with a base and resource to assist with developing business and trade opportunities. The two main developments in the City Centre comprised approximately £60 million of Chinese investment in new retail space, apartments and offices. In addition to this, a number of smaller businesses had located to the City, primarily for the benefit of the Chinese community. There had also been major investment in terms of the development of 'sister' schools by Sheffield and Chengdu, within each other's high technology and innovation parks, with Oasis Don Valley Academy at the Olympic Legacy Park to be replicated in Chengdu and, with funding from the Chengdu Government, a programme of teaching and student exchanges between the two schools then developed.
- It would be very difficult to assess whether the City had benefited financially, as a result of the work undertaken in terms of attracting the Chinese investment. The only way this could be assessed was by commissioning a qualitative piece of research, which would be at a considerable cost to the Council. Officers could contact colleagues in the Core Cities to obtain comparative data in terms of how Sheffield had attracted investment as compared with the other Cities. Officers would look at the possibility of asking a University student to undertake this qualitative research on behalf of the Council, as part of their course.
- Despite being unable to progress a viable scheme involving the Central Library building, Guodong had expressed a willingness to continue to work with Sheffield in terms of future investment in the City. The Council would continue working with Guodong in terms of promoting other possible development opportunities in the City. The Council received numerous enquiries in terms of investment opportunities in the City, and would treat any further offers from Guodong the same as from any other companies.
- It was accepted that it was rare for the Council to agree a Memorandum of Understanding with a company in terms of future investment in the City, and that such an arrangement with Guodong had been agreed simply on the basis that it had been deemed as good practice by the Chinese. If any investors requested a similar arrangement in the future, the Council would give consideration to this.
- The proposals in respect of the 'sister' schools had come about as a result of an approach from Chengdu, who wanted to improve the links between the two cities by establishing a school in Chengdu, which would be the first English-style school established within the Chinese state education system. The Council was also looking at further and broader partnerships between

Chengdu and other schools in the City.

- In terms of major investment schemes, following the press release issued in July 2016, the Council had looked at a number of investment projects. The only project which had been identified as viable, and able to bring benefits to the City, was the refurbishment of the Central Library building in order to establish a commercially viable hotel but, as a result of the significant structural issues with the building, this project had no longer been deemed viable. There were no firm plans in respect of any future projects at this stage.
- A Sheffield-based architect firm had been engaged by Chengdu directly to design the 'Sheffield' school in Chengdu. Oasis Don Valley Academy at the Olympic Legacy Park would be replicated in Chengdu, and it was hoped that the Academy in Sheffield would become a centre of excellence in terms of Mandarin teaching, with teachers travelling from China to work in the school. It was hoped that the 'sister' school would open in Chengdu in March 2019. The school in Chengdu would adhere to the Chinese national curriculum.
- In terms of the current position with regard to potential Chinese investment in the City, only as and when any deals had been agreed, would Councillor Mazher Iqbal, or any future relevant Cabinet Member, visit China. It was considered that Sheffield was ahead of a number of other cities in terms of working with Chinese partners and securing investment.
- As the majority of the negotiations had been held with Chengdu, it had been considered that Sheffield would focus on strengthening its links with that City. Whilst the Council had, and would continue to, track the various different investment possibilities available, it had not got either the resources or capacity to deal with all investment enquiries.
- The Council was very mindful of the position with regard to Brexit in relation to future discussions with Guodong. Whilst there was a level of uncertainty, the Chinese viewed Brexit as a positive in terms of future trading opportunities. Work would continue to help Sheffield businesses export more to China, as well as to other countries.
- Guodong had a considerable amount of money that they wished to invest in the City, and wanted to know what the Council's plans were in terms of future development in the City, prior to any agreements being made. A considerable amount of work had been done in terms of preliminary discussions and negotiations, which the Council was confident would result in investment in the near future.
- Officers would be happy drafting a paper setting out details in terms of the preparatory work undertaken to date, including a rough estimate of the costs of such work. It had been considered that the costs involved in terms of the preliminary negotiations and discussions had been justified, given the potential for major investment in the future.

5.5 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the additional information set out in the paper now circulated and the responses to the questions raised;
- (b) thanks Councillor Mazher Iqbal, Edward Highfield and Howard Varns for attending the meeting and responding to the questions raised; and
- (c) requests the Director of Creative Sheffield to:-
 - (i) assess the possibility of a University student undertaking a qualitative piece of research in terms of assessing how the Council was performing;
 - (ii) explore with Silverdale School, the School's current contact with China; and
 - (iii) provide a written response in respect of the preliminary work undertaken.

6. SUPPORT FOR SMALL BUSINESSES IN SHEFFIELD

- 6.1 The Committee received a report of the Director of City Growth, Place Portfolio, on the support provided by the Council for small businesses in Sheffield. The report contained information on what support was on offer for small firms in the City, what the impact of that support was and also, whether or not the Council was providing the correct support. The report also provided an overview of the issues faced by the City in relation to its business population and economy more generally, outlined the overall support available to small firms generally and, specifically, considered the support provided by the Council's City Growth Department, through the 'Business Sheffield' brand. The report also contained, as an appendix, a list of the upcoming expert delivered business information sessions, from October to December 2017, available for small firms in the City.
- 6.2 In attendance for this item were Councillor George Lindars-Hammond (Cabinet Adviser for Business and Investment), Edward Highfield (Director of City Growth), Yvonne Asquith (Business Growth Manager, City Growth) and Kevin Bennett (Head of Business Growth and Investment, City Growth).
- 6.3 Kevin Bennett introduced the report, indicating that the vast majority of businesses in the City were either small or medium-sized enterprises (SMEs), and that in relation to most business start-up or density indicators, Sheffield was towards the bottom of the Core Cities group. He also stated that Sheffield was very strong in terms of advanced manufacturing and technology generally, but had insufficient business in knowledge-based sectors.
- 6.4 Councillor George Lindars-Hammond stated that the Council, through its 'Business Sheffield' brand provided a considerable level of support for SMEs, and that the

Council was examining how it could look further at how such businesses performed, and what it could do to help businesses continue to thrive in the City. He stated that there were plans for further developments in the City's District Centres and other areas within the City Centre within the next few years. Councillor Lindars-Hammond stated that the Council had acknowledged that there was a need to look at how more Council services could become involved in building up the business environment, and that as part of this work, there was a need to look at what businesses wanted, and not just what the Council wanted.

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

- The Council held very active dialogue with SMEs, specifically at the pre-start-up stage. A high level of assistance was also provided at the early stage, with two very experienced officers within Business Sheffield assisting with this work. The Council received and reviewed feedback on the advisors on a regular basis. There was also a Growth Adviser Team of seven, which had a considerable level of experience, and based its approach on getting to understand the business and its growth support needs, rather than trying to promote specific actions or services.
- In terms of the Council's interaction with businesses, the Sheffield Business Gateway (formerly First Point for Business) had improved communications with Council Services such as Environmental Health. However, some businesses were still having issues with the Housing and Council Tax Services in relation to dealing with employee issues. It was suggested that the Authority ought to be able to improve this area.
- A considerable amount of work was undertaken to promote the contact telephone number for First Point for Business, which was operated by the Business Gateway Team.
- Information in terms of how Sheffield was performing with regard to the provision of business rate relief, as compared with the other Core Cities, was not available at the meeting, but could be provided to Members. Work was undertaken to promote performance in terms of start-up businesses, and there was a considerable level of free information on both the Council's and the Chamber of Commerce's websites for businesses wanting to start-up in the City. Whilst there was a number of good examples in terms of how the Council worked with businesses, it was accepted that there was a need for further improvement, particularly regarding the promotion of the Council as being 'easy to work with'.
- The cost of providing support for SMEs equated to approximately £270,000 a year. It was difficult to compare this amount with the amounts spent by the other Core Cities as there was a number of variances in terms of the offer, whereby some Authorities offered a generic service and others operating in the form of arms-length companies. As an estimate, it was considered that Sheffield was around the middle in terms of how much it spent on supporting

SMEs.

- With regard to examples of good practice in terms of the Core Cities, Bristol was very effective at attracting businesses to the City, mainly due to it having more drivers in the underlying economy. All the Core Cities had very different arrangements in terms of attracting businesses.
- It was acknowledged that Sheffield had two few businesses in the knowledge-based sectors and Business Sheffield, in acknowledgement of this, was continuing to look at how the imbalance could be addressed. One such piece of work involved looking at how more such businesses could be attracted to the Advanced Manufacturing Park. In order to do this, businesses needed to be confident that there was a broad base of activity, as well as other benefits, to encourage them to locate in, or relocate to, the City. In addition, Business Sheffield was also working on developing more managed work spaces in the City, and providing 'wrap around' support for any businesses expressing an interest in locating in, or relocating to, the City. The changes in the number of knowledge-based businesses was a generational trend, therefore it could take some time for the City to see an increase in such businesses. It was accepted that some cities were well ahead of Sheffield in terms of the number of businesses, but it was hoped that, through continued hard work, as well as the introduction of new ideas and initiatives, Sheffield would see an increase in the number of businesses locating in, or relocating to, the City.
- It was acknowledged that a high number of skilled employees from the City were attracted to work in other major cities, including Leeds, on the basis that Sheffield simply did not have a sufficient number of businesses. In order to change this trend, it had been acknowledged that there was a need for a better connection and communication between the City's businesses and the Universities, specifically with regard to asking businesses to look at the content of University courses in terms of the courses' relevance to them.
- There had, however, been a number of businesses coming to Sheffield because of competition for digital jobs in the sector in places like Leeds and Manchester, but the Authority needed to avoid getting into the same position in Sheffield.

6.6 RESOLVED: That the Committee:-

- (a) notes the contents of the report now submitted, together with the information now reported and the responses to the questions now raised;
- (b) thanks Councillor George Lindars-Hammond, Edward Highfield, Yvonne Asquith and Kevin Bennett for attending the meeting and responding to the questions raised; and
- (c) recommends that a conversation on policy direction takes place, including changing how businesses view the Council, as well as practical measures such as the sending of Business Rate relief forms with the Business Rate

statements, and making Housing and Council Tax Benefit application forms more appropriate for employees of SMEs.

7. WORK PROGRAMME 2017/18

- 7.1 The Committee received a report of the Policy and Improvement Officer which set out its Work Programme for 2017/18.
- 7.2 In response to questions raised by Members of the Committee, the Policy and Improvement Officer (Alice Nicholson) stated that the item “Growing Sustainably” on the agenda for the meeting on 31st January 2018, would encompass a look at the Clean Air Strategy and developing the Sheffield Transport Vision. She added that whilst it was not likely that the update on the Sheffield Retail Quarter would be ready for the meeting to be held on 31st January, 2018, the formal response in respect of the Western Road First World War Memorial Committee recommendations would be ready for this meeting. It was also likely that the reports on the updated current position regarding implications for Sheffield of the vote to leave the European Union (Brexit) would be ready for this date.
- 7.3 RESOLVED: That the Committee, in noting the comments now made, approves its Work Programme for 2017/18.

8. DATE OF NEXT MEETING

- 8.1 It was noted that the next meeting of the Committee would be held on Wednesday, 31st January 2018, at 5.00 pm, in the Town Hall.

This page is intentionally left blank



Report to Economic and Environmental Wellbeing Scrutiny & Policy Development Committee

Report of: Laraine Manley

Subject: Green City Strategy

Author of Report: Mark Whitworth, Interim Head of Sustainability
0114 273 6494

Summary:

1. The Council has been developing a **Green City Strategy**. We will be seeking views and support from across our city. A set of key priorities and associated actions are proposed which will enable the Council and its partners to adopt approaches which promote and support a lower carbon economy, greater resilience to climate change and cleaner growth.
2. During 2015 Sheffield City Council facilitated the city's first Green Commission. This independent commission was made up of key stakeholders from across the city, including business, industry, our universities, the public sector and the voluntary and community sector.
3. As well as hearing evidence from a large number of expert witnesses from across the Country, and discussing what this meant for Sheffield, we also learnt that the City has already embarked on this journey and that we have a strong base to build from.
4. The final report of the Sheffield Green Commission, - Sheffield's Green Commitment was published in 2016, and set out a vision for how, working together as a city, Sheffield could become a smarter, more sustainable, more competitive 'future city'. The report was shaped around four core visions that it considered would act as a lever to move Sheffield onto a more sustainable footing.
5. Following this, the Council, along with other organisations who were engaged in the Commission, reviewed their own organisational approach and responded to the Commission's findings. In the case of Sheffield City Council, we developed a report entitled *Growing Sustainably: a bold plan for a sustainable Sheffield*. This report was approved by the Council in March 2017 and established our five objectives which are set out in section 2.5
6. Our proposed **draft Green City Strategy**, sets out the key actions that the city needs to take to help deliver this vision. We will be seeking the views and support

of people across our city and beyond. There is no one-size-fits-all approach to succeeding in delivering this vision and it will require our entire city to evolve over time –the way we live, work and play – this transition to a low carbon economy will require the support of all our residents and communities, businesses and city institutions. We will also need the support of national government, to create the policy needed to go beyond our initial plan, and support the delivery of a plan to achieve national 2050 targets.

7. Two other pieces of work are also presented for comment as part of this Scrutiny report because of their strong links: **Transport Vision** and **Clean Air Strategy**.

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

Reviewing of existing policy	X
Informing the development of new policy	X
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	

The Scrutiny Committee is being asked to:

1. The Committee is asked to consider the proposed **Green City Strategy**, outlined in section 2. It is asked to provide views, comments and recommendations on the draft Priorities and Actions set out in Appendix A.
2. The Committee is asked to consider and provide comment on the **Transport Vision** as agreed by Cabinet for consultation.
(See Appendix B for summary, <https://sheffield.citizenspace.com/place-business-strategy/transport-vision-questionnaire/> for document and consultation, and <http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4> Item **10** of Cabinet meeting 13 December 2017 for Cabinet report.)
3. The Committee is asked to consider and provide comment on the **Clean Air Strategy** as agreed by Cabinet.
(See Appendix C for summary; full details at: <http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4> Item **9** of Cabinet meeting 13 December 2017.)

Background Papers:

Sheffield’s Green Commitment; Sheffield Green Commission Final Report 2016

https://www.sheffield.gov.uk/content/dam/sheffield/docs/planning-and-development/city-wide-plans-and-reports/Sheffield%20Green%20Commitment%20Report_FINAL.pdf

Growing Sustainably; A bold plan for a Sustainable Sheffield. March 2017

<http://democracy.sheffield.gov.uk/documents/s25838/Growing%20Sustainably%20Green%20Commission%20Report%201.pdf>

Transport Vision document and consultation:

<https://sheffield.citizenspace.com/place-business-strategy/transport-vision-questionnaire/>

Cabinet report – Item 10 of Cabinet meeting 13 December 2017:

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4>

Full Clean Air Strategy – Item 9 of Cabinet meeting 13 December 2017:

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4>

Category of Report: OPEN

Report of the Director of City Growth

Green City Strategy

1. Introduction/Context

- 1.1 During 2015 Sheffield City Council facilitated the city's first Green Commission. This independent commission was made up of key stakeholders from across the city, including business, industry, our universities, the public sector and the voluntary and community sector.
- 1.2 As well as hearing evidence from a large number of expert witnesses from across the Country, and discussing what this meant for Sheffield, we also learnt that the City has already embarked on this journey and that we have a strong base to build from.
- 1.3 The final report of the Sheffield Green Commission, - Sheffield's Green Commitment was published in 2016, and set out a vision for how, working together as a city, Sheffield could become a smarter, more sustainable, more competitive 'future city'. The report was shaped around four core visions that it considered would act as a lever to move Sheffield onto a more sustainable footing.
- 1.4 Following this, the Council, along with other organisations who were engaged in the Commission, reviewed their own organisational approach and responded to the Commission's findings. In the case of Sheffield City Council, we developed a report entitled *Growing Sustainably: a bold plan for a sustainable Sheffield*. This report was approved by the Council in March 2017 and established our five objectives which are set out in section 2.5

- 1.5 The Council has drafted a new draft **Green City Strategy** for approval at Cabinet in February 2018. This Strategy is intended to build on the Growing Sustainably report and sets out the key actions that the city needs to take in order to deliver these five Objectives approved by Cabinet in March 2016.
- 1.6 The draft Green City Strategy will be a consultation document, which means that we seeking the views and support of people across our city and beyond.
- 1.7 We will establish a **Green City Partnership Board**. This board will have representation from across the city, its stakeholders and partners, its communities and businesses.

2. Background

- 2.1 In May 2014, Cabinet Member for Environment, Recycling and Streetscene agreed the establishment a Sheffield Green Commission.¹
- 2.2 A multi-agency Green Commission was to be tasked with undertaking a review of the environmental strengths, opportunities and challenges set against the context of climate change and sustainable development in the City and craft a refined vision for the city.
- 2.3 The final report of the Sheffield Green Commission —**Sheffield's Green Commitment**— was published in February 2016 and set out a vision for how, working together as a city, Sheffield could become a smarter, more sustainable, more competitive, future city. The report set out a series of recommendations shaped around four core visions for a more sustainable city.
- 2.4 In March 2016, Sheffield City Council approved **Growing Sustainably: A bold plan for a sustainable Sheffield**. This report set out a commitment to build on the comprehensive evidence base and recommendations delivered by the Commission to set out an ambitious vision to make Sheffield a growing, productive and sustainable city.
- 2.5 The report established **five key Objectives**:
 - **Climate Change; Mitigation, adaptation and resilience**
 - **Sustainable and affordable energy, for homes and businesses**
 - **Transport and mobility**
 - **Air quality**
 - **A Green and innovative economy**

Green City Strategy

- 2.6 The Council has drafted a **Green City Strategy** which will enable the Council and its partners to progress the Objectives established last year.

¹ Sheffield City Council (2014) *The Sheffield Green Commission*, Individual Cabinet Member Decision, <http://democracy.sheffield.gov.uk/documents/s13620/Green%20Commission.pdf>

- 2.7 The Objectives relating to Air Quality and Transport and Mobility are the subject of separate Cabinet reports, approved at Cabinet in December 2017. It is proposed that the section in the Green City Strategy which relate to these Two Objectives reflect the approved reports.
- 2.8 A summary on the **Transport Vision** is included in appendix B
- 2.9 A summary on the **Clean Air Strategy** is included in appendix C.
- 2.10 Cities like Sheffield are drivers of economic growth. This growth can help bring major social, financial and cultural opportunities for our residents, communities and businesses. However, as we know from evidence such as the annual State of Sheffield Report this growth has not resulted in a less polluted or more equal city. We need to find ways which enable our city to evolve whilst at same time improving our environment and quality of life for our citizens.
- 2.11 Across the world, cities from Curitiba to Pittsburgh are recognising the benefits that such an approach can deliver. Not only are cities embracing this, but are leading the change towards lower carbon, greater resilience and fairer and cleaner growth.
- 2.12 The solutions these cities are adopting are helping to create less pollution and greater equality for their residents, communities and businesses – cleaner air, warmer, more energy efficient homes and buildings, lower cost and low carbon energy and places which have greater resilience to changing weather patterns and the subsequent impact on their communities and businesses.
- 2.13 As the Green Commission demonstrated, Sheffield is already on this path, however there is more to do across this critical agenda and that this can bring significant opportunities and benefits to our city.
- 2.14 As a City we are fortunate to have a significant number of organisations, institutions and private businesses that are also engaged in delivering services and products that embody sustainable thinking or are seeking solutions to some of these challenges we face. Many of our communities are already delivering projects and the action of every resident in our city should not be underestimated.
- 2.15 We will need to galvanise these strengths, and it is proposed that the Council establishes a **Green City Partnership Board**. This board will have representation from across the city, its stakeholders and partners, its communities and businesses.
- 2.16 The Partnership Board will provide an independent voice for the City on sustainability, and will help to develop the City's approach across the five Objectives and monitor and report back on progress.
- 2.17 The first task of this Partnership board will be to review this strategy and make recommendations on whether how it can be improved upon, whether we are

doing the right things and how we can work together as a city to address these five objectives.

- 2.18 It is proposed that the draft Green City Strategy is recommended for approval at Cabinet in February 2018. The draft Green City Strategy will be a consultation document, which means that we seeking the views and support of people across our city and beyond, including regional and national partners and Central Government.
- 2.19 The draft **Green City Strategy Proposals and Actions** are included in Appendix A.
- 2.20 The Committee are asked to consider the approach outlined above and provide views and comments on this and the draft Proposals and Actions.

3 What does this mean for the people of Sheffield?

3.1 *A strong economy*

- a. In creating the conditions for local businesses to grow, by ensuring that issues which may in future act as hurdle for business growth, including developing plans for energy resilience, air quality and climate change are progressed.
- b. In the city being well connected, by developing a comprehensive transport strategy.
- c. By promoting green innovation, by working with our partners in the city to explore innovate solutions to environmental sustainability challenges.
- d. Support the investment in Sheffield's flood and drainage infrastructure to make the city more resilient to climate change.
- e. Access to local, low carbon energy by reducing the dependency of Sheffield's businesses on imported fuel with decarbonised, locally generated energy sources will give Sheffield a competitive advantage over other locations and support future economic growth.

3.2 *Thriving neighbourhoods and communities*

- a. by helping to support the creation of places and spaces where people enjoy being, including access to green and open spaces, as well as city's unique status as the 'Outdoor City'
- b. Better connected transport and increased travel choices, by supporting the development of a transport strategy which aims to provide a transport network which is integrated, connecting different modes of travel to encourage people to use public transport, cycle and walking.

3.3 *Better health and wellbeing*

- a. Better housing conditions to improve health, through supporting the development of residential energy investment programmes and a local energy supply company, aiming to provide lower cost energy to households across the city. This will help to address the impact of fuel poverty in the city and support those individuals and families who this affects.

4. Recommendations

- 4.1 The Committee is asked to consider the proposed **Green City Strategy**, outlined in section 2. It is asked to provide views, comments and recommendations on the draft Priorities and Actions set out in Appendix A.
- 4.2 The Committee is asked to consider and provide comment on the **Transport Vision** as agreed by Cabinet for consultation.
(See Appendix B for summary, <https://sheffield.citizenspace.com/place-business-strategy/transport-vision-questionnaire/> for document and consultation, and <http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4> Item 10 of Cabinet meeting 13 December 2017 for Cabinet report.)
- 4.3 The Committee is asked to consider and provide comment on the **Clean Air Strategy** as agreed by Cabinet.
(See Appendix C for summary; full details at: <http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4> Item 9 of Cabinet meeting 13 December 2017.)

Appendix A

Green City Draft Priorities and Actions – For Consultation.

Objective One:

Climate Change –Reducing Sheffield’s impact

Priority 1

We will lead by example and put in place a plan which enables the Council to reduce its own carbon emissions

- In 2018, we will produce a ‘Sustainable Energy Action Plan’ and sign-up to a recognised carbon reporting framework
- By 2020, the Council will have achieved a 30% reduction on our corporate carbon emissions from a 2005 baseline
- By 2025 the Council and its partners will have begun to significantly increase the level of clean energy generation in the city
- By 2030, a significant level of the city’s energy will be supplied from low carbon / renewable technologies

Priority 2

We will establish a city-wide carbon reduction programme

- We will commence a city-wide debate around how as a city we can adopt and stay within an agreed carbon budget, that enables Sheffield to deliver its share of the Paris Agreement; this will limit average temperature increases to well-below 2 degrees Celsius, and will aim to ensure that Sheffield becomes a zero carbon city by 2050
- We will seek the commitment and support of other organisations, businesses and communities in our city to take a pledge and commit to contributing towards achieving the carbon budget.
- We will report our progress annually through the Green City Partnership Board (To be established Spring 2018)

Objective two:

Helping our city, its communities and its businesses to become more resilient to the effects of climate change

Priority 3

We will work together to help our communities, residents, public sector and businesses to become more resilient to climate change;

- We will work with our partners to develop and put in place flood plans to so that our city can cope with more extreme weather events.
- By 2020, our Green City Partnership Board will produce a Plan to help ensure that our communities, residents, public and private sector are more resilient to climate change impacts, and that they are prepared and able to respond to and recover from extreme weather events should they occur.

Priority 4

We will design, plan and develop our city in way which enables it to adapt and provides greater resilience to climate change:

- Together with our partners, we will work to protect communities from flooding through co-ordinated investment in flood and drainage infrastructure so that our rivers and waterways can cope with more extreme events.
- We will ensure that our flood and water assets are maintained to a high standard and put in place plans to activate defences in emergencies.
- Investment in our waterways and rivers will aim to restore the natural water cycle as far as practicable, promoting the use of sustainable drainage systems and reducing the load on our sewerage system, promoting low carbon opportunities for travel and development along river corridors and delivering robust yet sensitive approaches at the scale of the entire river catchment.
- The City's new Local Plan policies will promote the use of natural cooling, to reduce urban heat island effect by using tree planting and living roofs and screens, as well as promoting the use of sustainable drainage systems.
- Our new City Centre plan will promote and support schemes and projects which deliver greater resilience and are adaptive to climate changes.

Objective three:
Sustainable and Affordable Energy for residents and businesses

Priority 6

Ensuring that **our city's homes are energy efficient**

Actions

- We will develop an approach to promote domestic affordable warmth and energy efficiency, which will help households in fuel poverty to invest in measures in their homes, saving households money, improving health and reducing carbon emissions.
- New homes built in the city, including those built by the Council, will be very low or zero carbon - Our new Local Plan will include policies which promote the development of low carbon homes; constructed to high standards of energy efficiency, and which will generate their own heat or power. These homes will use significantly less energy and as a result have lower running costs for residents, as well as reducing the city's overall carbon emissions.

Our approach to **reducing energy and carbon emissions from transport** is detailed on the next section, and our approach to **business is set out in Green and Innovative Economy** section

Priority 7

We will continue to work with partners to **expand our energy networks**, and **increase the level of renewable and low-carbon energy generation**

- We will continue to explore the opportunities to expand our own heat networks and work with commercial partners, residents and customers.
- We will develop an approach to decarbonise our existing heat networks
- We will explore the opportunities to develop renewable and low carbon energy generation schemes, including schemes with partners or 'Invest to save' opportunities for our own assets.
- We will explore the opportunities to develop an energy company.
- We will develop an Energy Prospectus for Sheffield, that clearly sets the commercial opportunities and community benefits for future investment (including private sector, community share and infrastructure-type funds)
- Our new Local Plan will include policies which promote the generation and utilisation of low carbon energy.

**Objective Four:
Transport and Mobility**

Priority 8

A Sheffield where everyone can access opportunities without transport or movement constraints. Residents, businesses and visitors in our thriving city can safely move themselves and their goods or products with confidence and without delay. The negative impacts of transport including air quality and noise are minimised, and safety and quality of life is improved in the city as a result.

Reliable and clean journeys for everyone in a flourishing Sheffield

- Develop a new Sheffield Transport Strategy
- Secure community and business support – changing hearts and minds to recognise the need for change, also integrating this within new development.
- Develop an ambitious yet deliverable transport infrastructure programme
- Explore all existing and future external funding sources

**Objective Five:
Improve our Air Quality**

Priority 9

We want the air in Sheffield to be safe to breathe, regardless of where people live, work or visit. We will work together to tackle the sources of air pollution and we will create a healthy, thriving city where many more journeys are made using active travel and low emission public transport

- **Feasibility study** – consider in detail the types of measures that we may have to introduce in Sheffield in order to improve air quality and consult with the city to better understand what people think about the specific interventions we could implement.
- **Buses** – work in partnership with the bus companies to improve the bus fleet and reduce emissions through replacement low-emission buses or retrofitting vehicles with cleaner engine technology.
- **Taxis** – ensure that taxis cannot be licensed in the city if they do not meet particular standards by 2022; seek investment from Government for a fund to help taxi operators/owners to improve their vehicles.
- **Cars** – consider specific schemes to support people on lower incomes to change to lower emission vehicles, particularly where their job or responsibilities require unavoidable and frequent use.
- **Idling** – roll out Anti-Idling Zones around schools and other sensitive locations.
- **Freight/HGVs** – support the Eco Stars scheme, which helps commercial vehicle operators to reduce their emissions; promote the use of lower emission vehicles across our fleet.
- **Promoting clean travel** – encourage more walking, cycling and active commuting in the city.
- **Working with communities** – commission a Neighbourhood Clean Air Champion Scheme.
- **Industry** – make the most of technological improvements to reduce emissions and ensure that industry and businesses meet their legal obligations.
- **Designing a clean air city** – build the ambition of clean air into our approaches to transport, economy, housing, planning and health and wellbeing.

**Objective Six:
A Green and Innovative Economy**

Priority 10

Helping to improve our local **businesses environmental performance and ensure they are 'climate-resilient' and transitioning to a low carbon economy**

- Working through the Business Sheffield events programme, we will help our city's businesses to be more aware of the challenges and opportunities relating to transitioning to a low-carbon economy.
- In the short term, we will help to signpost businesses to the most appropriate support currently provided locally and nationally. Over the medium term, we will work with our businesses and partners to review and identify the gaps that exist;
- We will work with our businesses, city partners and wider stakeholders to consider how local products can be developed to support local business and enterprise. This will include working with our educational and knowledge institutions, community and third sector organisations, as well as the investment community.
- We will continue to facilitate and support private sector investment into our city that will support and contribute towards the overall delivery of this strategy

Priority 11

Supporting **Sheffield's businesses to become more energy efficient, to harness low carbon, locally generated energy sources** potentially unlocking competitive advantage and reliable, sustainable energy to support their growth.

- We will work to expand the city's heat networks and encourage new residential, commercial and industrial businesses to connect
- We will explore the potential to develop a Sheffield Energy revolving loan fund for business to invest in energy efficiency and low carbon measures.

Priority 12

Developing and growing our low carbon and environmental goods and service sectors

- Working with businesses, educational and knowledge institutions, community and third sector organisations, as well as the investment community and government, we explore the potential to develop a local accelerator programme.
- We will facilitate and support private sector investment into the City into this sector, and into wider environmental and energy investment – this will be essential to achieve the level of investment that is envisaged, noting that the Sheffield City Region Mini-Stern Review outlined a programme of £8b in order to reduce SCR emissions by 40% with an 8 year payback period based on energy savings.
- We will look to develop other innovation programmes which aim to create the technological solutions and behaviour change we need.

Priority 13

Deliver new low carbon jobs for local people

- Working with businesses, educational and knowledge institutions including our Universities and Sheffield College and our community and third sector organisations, we explore and develop a programme for new low carbon jobs for local people.
- We will explore the potential for programmes such as new vocational training and skills for school leavers, apprenticeship schemes or support for innovative low carbon entrepreneurs
- We will explore the potential for programmes to ensure that Sheffield residents have the skills and experience to secure local jobs.

Appendix B - Transport Vision information

Foreword from Cllr Jack Scott

I am pleased to present our Sheffield Transport Vision. This is the first of two stages to present and consult on the way forward to connect people to places and the things they do in and around Sheffield. We aim to complete these two stages early in 2018 with the publication of the full Sheffield Transport Strategy.

We have a number of challenges to solve if we are to improve the quality of life, environment and range of opportunities for the people and businesses of Sheffield, and those who visit our city. We need to improve our economy and the range of opportunities for our residents whilst providing enough housing for the future. Even with better use of technology for communication, people and goods will still need to move around. It is important this movement is accommodated in the most sustainable and inclusive way, minimising any negative impacts and improving the user experience.

New investment is starting to reshape our city. Without a change in our approach these opportunities will be constrained by a lack of transport capacity and poor connectivity. Doing nothing is not an option. Without action, journeys will get harder, making the city unattractive, unhealthy and potentially unsafe. People will be disadvantaged and their opportunities reduced.

We need to provide the ability for people to change their travel habits, engaging with them in a personal and meaningful way. This must be supported by easier and more flexible payment methods and a range of options depending on journey purposes, time of day and personal choice. This will also have to be accompanied by a different approach to managing demand in some areas, including the allocation and charging of road space and parking. Capacity will be increased, but to move more people and goods efficiently, not simply more vehicles.

We need to maximise the positive and reduce the negative impacts on people to facilitate inclusive growth in a fair city. We have to understand the impact that transport has on lifestyles, sometimes negative, from noise, air pollution and climate change, but often very positive in the way it opens up access to jobs, employment and health opportunities. We need to plan for, and be agile to, the changes that future technology may bring, even if we are not currently certain of what these might be.

Our vision for transport in Sheffield is shown below. The way we propose to deliver this vision is shown on the following pages and will be articulated in greater detail in the full Sheffield Transport Strategy. I look forward to working with you to deliver this Vision and the critical role transport plays in creating a safer, cleaner, and better quality of life in Sheffield over the coming years.

OUR TRANSPORT VISION FOR THE CITY OF SHEFFIELD

Imagine a Sheffield where everyone can access opportunities without transport or movement constraints. Residents, businesses and visitors in our thriving city can safely move themselves and their goods or products with confidence and without delay. The negative impacts of transport including air quality and noise are minimised, and safety and quality of life is improved in the city as a result.

Reliable and clean journeys for everyone in a flourishing Sheffield.

Summary of key actions arising from Transport Vision report

- **Consultation on the Vision:**
 - Online questionnaire available between 10 Jan and 6 Feb 2018.
 - A key aim is to fill gaps in our knowledge about travel patterns, reasons for journeys, barriers to travel, and future travel needs of the city.
 - Secure community and business support – changing hearts and minds to recognise the need for change.
- **Complete the Evidence Base**
 - Includes utilising the Strategic Transport Modelling being undertaken to support both the Transport Strategy and Local Plan, to identify the issues resulting from growth options and test potential transport mitigations.
 - Includes a report of the consultation results.
- **Develop full Transport Strategy**
 - To include a programme of schemes and interventions – including short, medium and long term delivery programme.
 - Explore all existing and future funding sources, and the acceptability of a range of future funding options.
 - Consultation on the full Transport Strategy will take place in 2018.

Our Options for changing travel

Road Classifications

- Identification of street hierarchies and types
- Streamlined, clearly defined routes that connect to key destinations, trunk roads and motorways
- Area or corridor based network changes to improve traffic management and increase uptake in sustainable modes
- Specific solutions for the City Centre - supporting the delivery of the City Centre Plan and allowing effective deliveries

Demand Management

- Alternatives such as Park & Ride to reduce car trip distances
- Road space re-allocation to increase capacity and move more people and goods
- Effective management of parking including the possible use of Red Routes and a Workplace Parking Levy
- A high degree of public transport priority to move smoothly through junctions and other pinch points
- Consideration of Road or Area User Charging to influence demand and release funding
- Align demand management methods to deliver benefits for other priorities (e.g. Clean Air Zone & Climate Change)

Future Technology

- More flexible payment methods based on Smart technology (cashless)
- Combined travel payment methods to reduce the penalty of changing mode or service
- Integrated travel and communications applications to increase choice
- Monitor the progression of new vehicle and fuel types to identify their possible contribution
- Consider the infrastructure required for disruptive technologies including autonomous vehicles should these become adopted

Integration

- Better alignment of modes with clearly defined interchange hubs
- Timeables and frequencies that make moving through the network by more than one mode easier - linked to flexible payments
- Core routes that have the most frequent bus and tram services. For those travelling beyond, integration with a network of accessible, high quality feeder bus, taxi and demand response services
- Management of deliveries - including the consideration of consolidation centres or combined procurement
- If necessary consider other bus operating models available including Enhanced Partnerships and Franchising

Rail

- Improvement of rail journey times, particularly on Midland Mainline and Liverpool - Norwich services
- Progression of identified infrastructure schemes including electrification, and Northern Hub Hope Valley
- Planning the future of Sheffield Station to become ready for HS2 and NPR services
- Additional stops on services passing through Dronfield and Dore & Totley Stations
- Frequency uplifts on local rail services and increased capacity at station car parks to promote Park & Ride
- Establish the business case for new local rail stations , including Waverley

Active Travel - Hearts & Minds

- Segregated cycle routes, separated from traffic depending on the speed, volume and type of that traffic
- A dense local network of instinctive routes designed for short trips, including to public transport hubs, schools, other community facilities and workplaces
- Pedestrians will continue to have access across the whole network. We will design our streets to enable people whose mobility may be impaired to travel easily
- Ensure positive messages for young people and at key life decision points helps to promote sustainable travel
- Provide a range of supporting training, education and promotion activity to encourage the use of active modes
- Support the introduction of a dockless cycle hire scheme in the city

Funding

- Explore funding opportunities that can be generated from within the city, such as WPL, providing these fit with our wider policy objectives
- Continue to actively participate in funding opportunities from central government to enable our priorities to be delivered
- Maintain a strong pipeline of schemes through devolved investment funds to ensure our identified schemes are in a state of readiness to allow applications to be made efficiently

- Identify and pursue additional funding opportunities linked to Infrastructure, Housing , Environmental or Social Funds

Weblinks:

- Transport Vision document and consultation:
<https://sheffield.citizenspace.com/place-business-strategy/transport-vision-questionnaire/>
- December Cabinet report (Item 9):
<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4>

Appendix C – Clean Air Strategy information

Foreword from Cllr Jack Scott

I am pleased to present Sheffield's Clean Air Strategy. It sets out a compelling vision for the future, the scale of the challenge we face and the specific actions – both short and long term – that we will take to improve air quality.

The changes we are proposing will help to build a city for the many not the few, by making Sheffield healthier, easier to move around and play a role in growing our economy.

Clean Air is a fundamental right – all our lives depend on it. But air pollution threatens that right.

Clean air is also an issue of fundamental fairness and basic social justice. It is the poorest and most vulnerable in our city (including the very young and very old) who are most affected by polluted air, even though these people are almost never the polluters. We are clear that greater equality and cleaner air go hand in hand.

We face a significant threat from air pollution. Unlike in the past, however, it is often an invisible killer, and the threat comes predominantly from the vehicles we use to get around (particularly diesel ones) and the energy we use to power our industry.

Across the UK, air pollution is a public health emergency. It has been linked to strokes, heart attacks, cancer, asthma and dementia. Research shows that children exposed to air pollution have smaller lungs and negative health effects for their whole life¹. It is estimated that there are 500 early deaths a year in Sheffield where air pollution is a contributory factor.

This strategy treats the issue with the seriousness it requires. Although Sheffield's air quality situation is not dissimilar to that of most large UK cities, our vision, determination and plan is yet to be surpassed. As such, I believe this is the most far-reaching and ambitious Air Quality plan anywhere in the UK.

Whilst we will do everything we can, the UK government continues to delay taking any meaningful intervention on air quality, despite the UK breaking EU law on Nitrogen Dioxide (NO₂) gas since 2010. Their approach lacks clarity, pace and leadership. We continue to find it woefully inadequate for the scale of the challenge that we face. Britain deserves better than this.

In addition, around 85% of the regulations, laws and guidelines currently concerning Air Quality are agreed at the international level. Britain's departure from the European Union potentially threatens many environmental safeguards. We will ensure that in Sheffield at least, Brexit does not lead to a "race to the bottom" and a loss of the environmental protections our city needs.

Polluted air is a major drain on Sheffield's economy, currently costing around £200m every year, impacting on our economic growth and people's health. There is no tension between cleaner air and economic success. Indeed, clean, safe air is a requirement for inclusive economic growth that works for everyone. A city with clean air, an efficient public transport system, high levels of active travel and healthier citizens will have a stronger, fairer economy. Sheffield has a proud history of forging innovation and social justice together, as in the 1970s when we were the first city to implement Clean Air powers— this strategy deliberately draws on that heritage and capacity.

There may be a temptation to treat air quality as a solely technical or scientific issue. But this would be a mistake; in order to be successful we need to genuinely and persuasively win hearts and minds and change behaviours. That means working together in a different way. As such, this strategy is not just a Council document – it is explicitly a whole city plan, which will be formally reviewed every year.

The government is imposing statutory duties upon Councils to tackle poor air quality, which are addressed in this plan. Throughout, we have used green boxes to indicate the specific actions we will take, ensuring there is a bias for action and delivering the results we need to see. A summary of all the actions is included at the end of the strategy.

This strategy articulates a clear and compelling vision for Sheffield's air, with meaningful and tangible actions, based on data and evidence. We recognise that some of the solutions to our air quality challenge may not be easy, cheap or popular – but they are required and they are right if we are to achieve our vision for the fairer city we want to build together.

Summary of Clean Air Strategy

Our Clean Air Vision

We want the air in Sheffield to be safe to breathe, regardless of where people live, work or visit.

We will work together to tackle the sources of air pollution and we will create a healthy, thriving city where many more journeys are made using active travel and low emission public transport.

We will follow these key principles to improve air quality in Sheffield

We want clean air for everyone in Sheffield and we will close the gap between the communities with the least and most polluted air.

We will focus on the biggest causes of air pollution and improve them as quickly as possible.

We will support people to make healthy and active travel choices.

We will particularly support and protect vulnerable people to ensure clean air for all.

We will invest meaningful resources in becoming a clean, sustainable city.

Our Clean Air Plan – our key actions:

1. **Feasibility Study** – determine *if* a Clean Air Zone is required in Sheffield²; what area of the city it would cover; and the extent it would need to involve charging certain vehicle types³. **We have no intention whatsoever to charge private car-users.** We believe the plans set out in this document are sufficient to tackle poor air quality arising from Sheffield’s taxi fleet without the need to consider charging. The Study will actively consider and test the effect of charging the largest and most polluting vehicles such as buses, coaches, HGVs and OGVs, for driving through a Clean Air Zone.
2. **Buses** – improve the bus fleet and reduce emissions through replacement low-emission buses or retrofitting vehicles with cleaner engine technology.
3. **Taxis** – consult and work with the taxi operators to ensure we have the right standards in place; seek Government investment for a fund to help taxi operators/owners to improve their vehicles; and take action to reduce taxi idling in the city.
4. **Cars** – consider specific schemes to support people on lower incomes to change to lower emission vehicles, particularly where their job or responsibilities require unavoidable and frequent use.
5. **Idling** – roll out Anti-Idling Zones around schools and other sensitive locations.
6. **Freight/HGVs** – support the Eco Stars scheme, which helps commercial vehicle operators to reduce their emissions; promote the use of lower emission vehicles across our fleet.
7. **Promoting clean travel** – encourage more walking, cycling and active commuting across the city.

² The Feasibility study will be a joint study with Rotherham because it is part of Sheffield Urban Area.

³ <https://www.gov.uk/government/publications/air-quality-clean-air-zone-framework-for-england>

Actions

Tackling the sources of air pollution

Feasibility Study and Consultation

We will carry out a local Feasibility Study to consider in detail the types of measures that we may have to introduce in Sheffield in order to improve air quality. We expect to set out our initial local action plan by the end of March 2018 with final action plans, and associated funding, agreed with Government by December 2018. We will consider the effects and impacts on local residents, disadvantaged groups and businesses to ensure that we support everyone with the shifts we need to make better air for everyone. We will consult with the city to better understand what people think about the specific interventions we could implement to improve air quality. This will take place in early 2018. We will update our statutory Air Quality Action Plan once the local Feasibility Study has been completed to reflect the findings.

Buses

We will work in partnership with the bus companies to improve the bus fleet and reduce emissions through replacement low-emission buses or retrofitting vehicles with cleaner engine technology. We will support this by seeking investment to enable the retrofitting or replacement of the bus fleet in the city. To work towards this, we have recently submitted a bid for funding to retrofit 117 buses in the city. We will work in partnership with SYPTe and operators to make the bus a more attractive choice – delivering improved journey time reliability and bus speed on our network – encouraging people to switch from car to bus. We will ensure that buses are driven in an environmentally friendly way, including actions to reduce idling. As necessary, we will work with the South Yorkshire Mayor (to be elected in 2018) to review the way bus services are delivered. This would consider whether other operating models available to the Mayor, including Enhanced Partnerships and Franchising, would lead to better outcomes, including those for air quality.”

Taxis

Taxis cannot currently be licensed in Sheffield if they do not meet particular standards. We will consult and work with the taxi operators and other interested parties, to ensure we have the right standards in place, taking into account the wider implications of any changes that may be needed. We will seek investment from Government for a fund to help taxi operators/owners to improve their vehicles. This will be particularly focused on the most polluting taxis. The actions below will be subject to the decision-making processes of the appropriate Licensing Committee. We will lobby Government to remove the ability for private hire taxis licensed elsewhere, that do not meet our vehicle emissions and safety standards, to operate regularly within the city boundaries. We will take action to reduce idling of taxis, particularly at the Sheffield Midland Station, which is the city’s worst air pollution hotspot.

Freight/delivery

We will continue to support the Eco Stars scheme, which targets commercial vehicle operators (HGV, vans, buses and coaches) to assist and encourage

them to reduce their emissions and improve their impact on the wider environment. We will adopt a procurement approach that promotes the use of lower emission vehicles across our Sheffield City Council fleet. We will work with other public sector organisations in the city, including the universities and NHS, to improve fleets to reduce emissions. We will lobby Government to provide UK-wide incentives for big fleet operators to reduce emissions and to incentivise, at a local and national level, the movement of a greater proportion of heavy goods via rail or water. 28 During 2018 Amey intend to replace approximately 20 Euro 5 diesel vans with electric vans and also introduce two electric/hydrogen vehicles. We will support the University of Sheffield in their funding bid for a Hydrogen-fuelled last-mile delivery system.

Improving cars

We will reinforce and strengthen our Sheffield Air Aware Campaign²⁹ to help people to choose lower emission vehicles. We will lobby Government to provide effective support for people to move to lower emission vehicles. We will consider, as part of our Feasibility Study and Clean Air consultation, specific schemes to support people on lower incomes to change to lower emission vehicles, particularly where their job or responsibilities require unavoidable and frequent use e.g. carers.

Anti-idling

We will roll out Anti-Idling Zones around schools and other sensitive locations. We will take a strong, campaign-led approach to educating people about the benefit of switching off their engines, and other aspects of air quality, using the Air Aware Campaign. We will reinforce Anti-Idling Zones through appropriate enforcement action and use the proceeds from enforcement to support our broader transport vision.

Railways

We will continue to actively, assertively and consistently lobby government to reverse its decision to abandon plans to electrify the Midland Mainline. We will continue to apply pressure to the government to ensure the Sheffield Midland Station is appropriately upgraded in a way that improves air quality.

Industrial sources

We will continue to work with industry and businesses in Sheffield to help them make the most of technological improvements to reduce emissions and to ensure that they meet their legal obligations.

Domestic and commercial sources

We will work with city partners to better understand the scale of domestic air pollution, in particular that created by wood-burning stoves. We will raise awareness of the importance of using authorised 'smokeless' fuel in stoves. Where we have evidence that non-approved appliances are being used and/or unauthorised fuels are being burnt we will use the full range of enforcement powers available to achieve regulatory compliance.

Motorways

We will continue to work with Highways England to deliver solutions to M1 emissions, which might include installing protective screens to help keep

motorway emissions away from residential areas, extending the times that a reduced speed limit operates and other options.

Designing a clean air city

We will build the ambition of clean air into our approaches to transport, economy, housing, planning and health and wellbeing. When we use our planning powers to assess proposed developments we will ensure that air quality impacts are fully considered and that opportunities to improve air quality are secured according to current best practice guidance. Planning applications will also need to consider the cumulative effects of other existing and planned development where appropriate. We will continue to assess and mitigate emissions from construction sites by using current best practice guidance.

Trees and green screens

We will consider using green screens to help protect sensitive locations such as schools from the impacts of air pollution.

Better understanding the data and fostering innovation

We will work with city partners such as the University of Sheffield and Sheffield Hallam University to make the most of the expertise in the city to tackle air pollution.

Helping people choose public transport and active travel

Education/awareness-raising

We will use a strong campaign-led approach in the city through the Air Aware campaign to raise awareness of the importance of air quality and help people make decisions to choose less polluting vehicles and to make more journeys via public transport and active travel. In line with our Transport Strategy, we will establish a series of “Congestion Conversations” to fully understand any areas where congestion hotspots could be tackled with some small changes. We will commission a Clean Air Community Champion Scheme where volunteers can pledge to make simple changes that will make Sheffield’s air cleaner and help the people in their community to do the same.

20 mph speed limits

We will establish a 20mph speed limit across the city centre. We will continue to implement our 20mph Speed Limit Programme across the city.

Promote cycling

As part of the Transport Strategy, we will set out a clear delivery plan to encourage further uptake of cycling and walking across the city. The focus will be on route development, improving the environment and making electric bikes more accessible to reduce the barriers to cycling. We will continue to make improvements to the cycle networks that will focus on providing safe cycle routes based on international best practice. These will be focused on areas where evidence indicates that people are more likely to switch to cycling for shorter journeys, and will be supported by more cycle parking. We will support the introduction of the first dockless bike scheme to Sheffield to make it easier for people to choose cycling to get around. We will run adult cycle

training and free bike loans (including electric bikes) to improve access to cycles. We will continue to work with the British Cycling Partnership to run guided rides, city rides and local pop-up rides and we will develop a number of cycling hubs to support these activities.

Parking

We will develop a new parking strategy, which will reflect our aims to manage parking demand and incentivise lower emission forms of travel. As part of this we will:

- Review the parking permits available, including Green Parking Permit scheme, to ensure that they reflect the latest technological improvements and are incentivising low emission vehicles.
- Review our Sheffield City Council employee parking schemes to encourage public transport, active travel and other low emission forms of transport.
- Review parking across the city, including areas that are currently unregulated
- Identify, review and implement a range of parking encouragements and disincentives to improve air quality.

Supertram network

We will secure the maintenance and refurbishment of the existing Supertram system over the next year. We will explore the longer-term feasibility of extending the network. 39 Over the next year we will work with the Sheffield City Region to invest in track replacement and to submit a business case to Government for major refurbishment of the network. We will work with South Yorkshire Passenger Transport Executive to support the new Tram Train pilot between Sheffield and Rotherham due to start running in 2018 as a low emission alternative to car travel.

City leadership

We will work with key public and private organisations in the city, including businesses, the universities and NHS, to establish citywide clean air solutions and partnerships. This will align with other partnerships in the city.

Full Clean Air Strategy – Item 10 of Cabinet meeting 13 December 2017:

<http://democracy.sheffield.gov.uk/ieListDocuments.aspx?Cid=123&Mid=6624&Ver=4>

This page is intentionally left blank



Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 31st January 2018

Report of: Policy & Improvement Officer

Subject: Work Programme 2017/18

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

The updated work programme for 2017/18 is attached at Appendix 1 for the Committee's consideration and discussion.

The work programme has been updated with agenda items identified previously, to note there is one scheduled meeting remaining this municipal year 2017/18. To prioritise or update further the work programme the Committee would need to reflect on the prioritisation principles attached at Appendix 3 to ensure that scrutiny activity is focussed where it can add most value. Appendix 2 provides a log of the issues looked at in 2014/16, 2015/16 & 2016/17.

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

The work programme remains a live document to be shared / discussed at each committee meeting.

The Scrutiny Committee is being asked to:

- Consider and discuss the committee's remaining work programme for 2017/18

Category of Report: OPEN

Economic and Environmental Wellbeing Scrutiny and Policy Development Committee
Work Programme 2017/18

Last updated: 19th January 2018

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

Topic	Reasons for selecting topic	Key contacts	Proposed scrutiny style
Wednesday 12th July 2-5 pm			
<i>Non-City Centre Parking Developments (Call-In)</i>	<i>Call-In of Individual Cabinet Member Decision on 30.05.2017 - Call-In Lead Signatory: Cllr Ian Auckland</i>	<i>Jack Scott, Cabinet Member Transport and Infrastructure; Paul Fell, Transport, Traffic & Parking Services Manager, Place (Report Author)</i>	<i>Single agenda item</i>
<i>Draft Work Programme 2017/18</i>	<i>Committee to agree work programme 2017/18 – within framework of selecting scrutiny topics & remit</i>	<i>Policy & Improvement Officer</i>	<i>Standard Agenda Item</i>
Thursday 27th July 2-5 pm (Special)			
<i>Western Road First World War Memorial Scrutiny Task and Finish Working Group (committee group)</i>	<i>Consideration of Western Road First World War Memorial Scrutiny Task and Finish Working Group draft report and recommendations - agreement of final report by the full scrutiny Committee</i>	<i>Scrutiny Working Group</i>	<i>Single agenda item</i>

Wednesday 13th September 5-8pm			
<i>POSTPONED TO 11TH OCTOBER: Retaining World Snooker Championships in Sheffield</i>	<i>To receive an update on the retention of the World Snooker Championships in Sheffield</i>	<i>Mick Crofts - Director of Business Strategy and Regulation, Place</i>	<i>Agenda Item</i>
<i>Western Road First World War Memorial Committee recommendations - update</i>	<i>Verbal update from Cabinet Member to the Committee's Working Group report and recommendations</i>	<i>Cabinet Member, Cllr Bryan Lodge, Director of Culture and Environment, Paul Billington, Lisa Firth, Head of Parks and Countryside</i>	
<i>Response to Public Questions</i>	<i>response to public questions asked at Economic and Environmental Wellbeing Scrutiny and Policy Development Committee 27th July</i>	<i>Alice Nicholson - Policy & Improvement Officer</i>	<i>For information</i>
<i>Work Programme 2017/18</i>	<i>To consider and discuss the committees work programme for 2017/18</i>	<i>Alice Nicholson - Policy & Improvement Officer</i>	<i>Standard Agenda Item</i>
Wednesday 18th October 5-8pm	POSTPONED - to be rearranged (20th December)		
<i>NEW DATE 20TH DECEMBER - MOVED FROM 13TH SEPTEMBER - China Economic and Civic Programme Update</i>	<i>To receive an update on this following Call-in of Cabinet Decision - December 2016</i>	<i>Lead Officer - Edward Highfield</i>	<i>Agenda Item</i>
<i>NEW DATE 30TH NOV - POSTPONED FROM 13TH SEPTEMBER: Retaining World Snooker Championships in Sheffield</i>	<i>To receive an update on the retention of the World Snooker Championships in Sheffield</i>	<i>Mick Crofts - Director of Business Strategy and Regulation, Place</i>	<i>Agenda Item</i>

<i>MOVED TO JANUARY 2018 - FOR INFORMATION: Western Road First World War Memorial Committee recommendations - formal response</i>	<i>Formal response from Cabinet Member to the Committee's Working Group report and recommendations</i>	<i>Cabinet Member, Cllr Bryan Lodge</i>	
<i>Work Programme 2017/18</i>	<i>To consider and discuss the committees work programme for 2017/18</i>	<i>Report of Alice Nicholson - Policy & Improvement Officer</i>	<i>Standard Agenda Item</i>
Thursday 2nd November 10am			
<i>Changes to Environmental Maintenance Services</i>	<i>Call-In of Individual Cabinet Member Decision on 10.10.2017 - Call-In Lead Signatory: Cllr Rob Murphy</i>	<i>Bryan Lodge, Cabinet Member Environment and Streetscene; Laraine Manley, Executive Director Place; Philip Beecroft, Highway Maintenance</i>	<i>Single Agenda Item</i>
Thursday 30th (was 29th) November 5-8pm			
<i>Sheffield Retail Quarter – Heart of the City Phase 2</i>	<i>Update on Sheffield Retail Quarter (SRQ) & City Centre – what's already happened in SRQ, what's going to happen, when can you report more? Request in work programme since July 2016</i>	<i>Lead Cabinet Member - Mazher Iqbal; Lead officer - Nalin Seneviratne</i>	<i>Agenda Item</i>
<i>Protecting Sheffield from Flooding - Programme Update, includes Sheffield culvert renewal programme</i>	<i>A programme update on Protecting Sheffield from Flooding, considered previously by the Committee November 2017, and includes including culvert renewal</i>	<i>Lead Cabinet member - Bryan Lodge; Lead officer - Jim Fletcher;</i>	<i>Agenda Item</i>
<i>POSTPONED FROM OCTOBER: Retaining World Snooker Championships in Sheffield</i>	<i>To receive an update on the retention of the World Snooker Championships in Sheffield</i>	<i>Mick Crofts - Director of Business Strategy and Regulation, Place</i>	<i>Agenda Item/For Information</i>

<i>Work Programme 2017/18</i>	<i>To consider and discuss the committees work programme for 2017/18</i>	<i>Report of Alice Nicholson - Policy & Improvement Officer</i>	<i>Standard Agenda Item</i>
Wednesday 20th December 5-8pm			
<i>POSTPONED FROM OCTOBER: China Economic and Civic Programme Update</i>	<i>To receive an update on this following Call-in of Cabinet Decision - December 2016</i>	<i>Cabinet Member, Mazher Iqbal; Lead Officer - Edward Highfield and Howard Varns</i>	<i>Agenda Item</i>
<i>Small Businesses in Sheffield</i>	<p>A. <i>To receive an update on support for small businesses in Sheffield Finding out are we providing right support in Sheffield for small business growth: What is the current offer in Sheffield? Impact of small business service, supporting business into supply chains - e.g. Maclaren as case study.</i></p> <p>B. Policy Development: <i>suggest any recommendations for changes in policy of content</i></p>	<i>George Lindars-Hammond, Cabinet Adviser; Kevin Bennett and Yvonne Asquith, Creative Sheffield. TBC – Federation of Small Businesses; Sheffield Chamber of Commerce and Industry (other view of small business support)</i>	<i>Agenda Item</i>
<i>Work Programme 2017/18</i>	<i>To consider and discuss the committees work programme for 2017/18</i>	<i>Report of Alice Nicholson - Policy & Improvement Officer</i>	<i>Standard Agenda Item</i>
Wednesday 31st January 5-8 pm			
<i>Growing Sustainably: A bold plan for a Sustainable Sheffield - draft Green City Strategy, Transport Vision, Clean Air Strategy</i>	<i>Making it happen, a look at Programme/action plan for this Sheffield sustainability strategy and response to report of Sheffield Green Commission; to encompass a look at draft Green City Strategy, Clean Air Strategy and the developing Sheffield Transport Vision</i>	<i>Cllr Jack Scott, Cabinet Adviser Transport and Sustainability; Mark Whitworth - Interim Head of Sustainability</i>	<i>Agenda Item</i>

Work Programme 2017/18	To consider and discuss the committees work programme for 2017/18	Report of Alice Nicholson - Policy & Improvement Officer	Standard Agenda Item
FOR INFORMATION: Western Road First World War Memorial Committee recommendations - formal response	Formal response from Cabinet Member to the Committee's Working Group report and recommendations	for information	For information
<i>MOVE TO MARCH: Follow up to Implications for Sheffield of vote to leave the European Union (Brexit)</i>	<i>Update and current position</i>	<i>Lead Officer - Laurie Brennan, Policy and Improvement Officer</i>	<i>Agenda Item</i>
Wednesday 14th March 5-8 pm			
MOVE TO MARCH: Follow up to Implications for Sheffield of vote to leave the European Union (Brexit)	Update and current position	Lead Officer - Laurie Brennan, Policy and Improvement Manager	Agenda Item
TO BE INCLUDED IN GROWING SUSTAINABLY 31st JANUARY - POSSIBLY A REVISIT POST CONSULTATION: Sheffield Transport Vision	A look at the Sheffield Transport Vision post public consultation	TBC	TBC
TBC WHEN: Sheffield Retail Quarter – Heart of the City Phase 2: revised Masterplan and delivery strategy	To receive an update on the revised masterplan and delivery strategy, when available	Lead Cabinet Member - Mazher Iqbal; Lead officer - Nalin Seneviratne	Agenda Item
Scrutiny Annual Report 2017-18 Draft Content & Work Programme 2018-19	This report provides the Committee with a summary of its activities over the municipal year for inclusion in the Scrutiny Annual Report 2017-18. It also includes a list of topics which it is recommended be put forward for consideration as part of the 2018-19 Work Programme for this committee.	Report of Alice Nicholson - Policy & Improvement Officer	Annual Agenda Item

Task Group			
Western Road First World War Memorial task and finish cross party working group (committee group) - task group completed waiting Cabinet formal response	See 31st January – formal response to Committee recommendations. In response to Council on 4th January referring a petition to a cross party working group of Economic and Environmental Wellbeing Scrutiny and Policy Development Committee – Report of working group to full Committee on 27th July 2017	Scrutiny Working Group	Single Agenda Item
Items to be scheduled			
City Growth and Prosperity Page 58	See 31st January - Green City Strategy, Transport Vision, Clean Air Strategy. City Growth - e.g. Housing Strategy, Transport Strategy, Clean Air Strategy, City Centre Master Plan, Local Plan - there are a number of strategies proposed to support growth and prosperity - the Committee might like to consider individual strategies and plans at an appropriate point.	Edward Highfield - Director of City Growth	TBC
Planning Applications - ward members	Briefing picking up this and other matters from 26.04.2017 - Economic Landscape item	Chief Planning Officer, Sheffield City Council	TBC
Bus service changes - Sheffield Bus Partnership	Receive an update on community response to September 2017 bus service changes in Sheffield	SYPTTE, Bus Service Providers	TBC

City Development Sites: Update on Sheffield Ski Village	What is the position on key development sites citywide e.g. Ski Village - map of development sites? Link to Growth Plan?	TBC	TBC
Air Quality Plan (Environmental Wellbeing)	See item on 31st January – consideration of Clean Air Strategy Update on development of Air Quality Plan for December 2018 - see City Growth and Prosperity, overlap/relationship with Clean Air Strategy	Cabinet lead - Jack Scott; Officer lead - Tom Finnegan-Smith	TBC
University role in the economy - University of Sheffield and Sheffield Hallam University	Universities role in boosting the economy: What is your impact, what can we do better? - Understanding the value and impact to Sheffield of being a student city	TBC	TBC
Sheffield Outdoor City	Update on the Sheffield Outdoor City Programme	TBC	TBC
<i>POSTPONE - Bus Services Act 2017</i>	<i>Postpone, until mayor. An in depth follow up to the Bus Services Bill item 2016/17, and how Combined Authority can make best use of the powers - royal assent 27/4/2017</i>	<i>SYPTe, SCR CA, Sheffield Bus Partnership</i>	<i>TBC</i>

Economic & Environmental Wellbeing		
Log of Topics	Year	Month
Streets Ahead Action Plan on Street Lighting	2014/15	July
Cabinet Member Response to the Committee's Cycling Inquiry	2014/15	July
Draft Work Programme 2014/15	2014/15	July
Call-in of Highway Cabinet Member Decision Session on Parking Permit Prices	2014/15	August
Call-in of Individual Cabinet Member Decision on the Statement of Community Involvement	2014/15	August
Waste Strategy 2009-2020 - Update	2014/15	September
The Future Role of the City Centre	2014/15	October
Sheffield's Library Services - Update	2014/15	December
Waste Strategy - Update	2014/15	December
Air Quality in Sheffield	2014/15	February
How Sheffield Presents Itself	2014/15	April
Task Group Report on Private Sector House Building	2014/15	April
Call-in of the Cabinet Decision on The Graves Park Charitable Trust - Cobnar Cottage	2014/15	June
Leader's Decision on the Proposed Disposal of Walkley Library	2015/16	July
Waste Management - Assisted Collection Policy Review	2015/16	September
Streets Ahead Project - Winter Review	2015/16	September
Private Sector Housebuilding - report back from Cabinet Member & officers	2015/16	November
Broadband and Economic Development	2015/16	December
Sheffield Money - written briefing	2015/16	December
Future Role of City Centre - follow up	2015/16	February
Bus Services in Sheffield - petitions	2015/16	March
Sheffield Bus Partnership (SBP) review	2016/17	July
Bus Services Bill – briefing	2016/17	October
Business Rates	2016/17	October
Inclusive Growth	2016/17	October
Protecting Sheffield from flooding	2016/17	November
Economic Landscape Task Group draft scope	2016/17	November
Call In of Cabinet Decision: China Economic and Civic Programme Update - special	2016/17	December
Implications for Sheffield of the vote to leave the European Union (commonly referred to as Brexit)	2016/17	January
Western Road First World War Memorial Trees - task and finish cross party working group (committee group)	2016/17	January
Waste Services Review: Consideration of Delivery Solutions for Waste Services - Call In of Cabinet Decision 18th January 2017	2016/17	February
Economic Landscape - evidence session 1	2016/17	February
Economic Landscape - evidence session 2	2016/17	April
Sheffield Retail Quarter – update briefing for information	2016/17	April
Western Road First World War Memorial Trees - task and finish cross party working group report and recommendations - special	2016/17	July (2017/18)

Sheffield Council Scrutiny Selecting Scrutiny topics

This tool is designed to assist the Scrutiny Committees focus on the topics most appropriate for their scrutiny.

- **P**ublic Interest
The concerns of local people should influence the issues chosen for scrutiny;
- **A**bility to Change / Impact
Priority should be given to issues that the Committee can realistically have an impact on, and that will influence decision makers;
- **P**erformance
Priority should be given to the areas in which the Council, and other organisations (public or private) are not performing well;
- **E**xtent
Priority should be given to issues that are relevant to all or large parts of the city (geographical or communities of interest);
- **R**eplication / other approaches
Work programmes must take account of what else is happening (or has happened) in the areas being considered to avoid duplication or wasted effort. Alternatively, could another body, agency, or approach (e.g. briefing paper) more appropriately deal with the topic

Other influencing factors

- **Cross-party** - There is the potential to reach cross-party agreement on a report and recommendations.
- **Resources**. Members with the Policy & Improvement Officer can complete the work needed in a reasonable time to achieve the required outcome

This page is intentionally left blank



Report to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee

31st January 2018

Report of: Laraine Manley, Executive Director, Place

Subject: Western Road First World War Memorial Committee
Recommendations – Formal Cabinet Response

Author of Report: Philip Beecroft, Head of Highway Maintenance
Tel. 273 5911

Summary:

This report represents the Cabinet response to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee’s recommendations on Western Road First World War Memorial – the formal Cabinet response was delayed awaiting the outcome of further investigations commissioned in response to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee’s recommendations (see Cabinet 20th September and 13th December 2017).

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

Reviewing of existing policy	
Informing the development of new policy	
Statutory consultation	
Cabinet request for scrutiny	
Full Council request for scrutiny	
Cabinet response to Scrutiny Recommendation(s)	X
Call-in of Cabinet decision	
Briefing paper for the Scrutiny Committee	

The Scrutiny Committee is being asked to:

Note the Cabinet response to the Committee’s recommendations in regard to Western Road First World War Memorial

Background Papers:

War Memorial Trees Cabinet Report of 13th December 2017

Category of Report: OPEN

Report of the Director of Culture and Environment

Western Road First World War Memorial Committee Recommendations – Formal Cabinet Response

1. Introduction/Context

- 1.1 This report represents the Cabinet response to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee's recommendations on Western Road First World War Memorial – the formal Cabinet response was delayed awaiting the outcome of further investigations commissioned in response to Economic and Environmental Wellbeing Scrutiny and Policy Development Committee's recommendations (see Cabinet 20th September and 13th December 2017).

<https://imgmeetings.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6621&Ver=4> – 20th September 2017

<https://imgmeetings.sheffield.gov.uk/ieListDocuments.aspx?CId=123&MId=6624&Ver=4> – 13th December 2017

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

- 2.1 The Chair of Economic and Environmental Wellbeing Scrutiny and Policy Development Committee presented the Committee's report and recommendations to Cabinet on 20th October 2017, where Cabinet resolved:

RESOLVED:

That Cabinet:-

- (a) thanks the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee for its work in relation to the Western Road First World War Memorial;
- (b) notes the Western Road First World War Memorial Report that is attached as Appendix A to the report;
- (c) notes that the Cabinet Member for Environment and Streetscene provided a verbal response to the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee's September 2017 meeting;
- (d) agrees that a written report on progress on actions in response to the recommendations be provided to the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee for October 2017;
- (e) agrees that the Scrutiny Task and Finish Working Group report be shared with all members of Council, as requested by the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee; and
- (f) commissions Amey to carry out outline design work to identify solutions to retain as many highway trees on memorial streets as soon as possible to sufficient detail to enable an estimate of the additional funding needed to be provided to Cabinet.

- 2.2 Outcomes from the subsequent work on the subject and the Cabinet Report of 13th December 2017 – War Memorial Trees - (see Appendix to this report) in response to the recommendations of the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee are given below:

Scrutiny Recommendation 1
<i>We recommend that the Western Road war memorial, with its intrinsic avenue of trees, be considered differently to other street trees. That it should be seen as an exception to the norm, and every effort is made to retain as many existing trees where possible by all appropriate means available to the council, and that this recommendation does not extend to other types of war memorial.</i>
Cabinet/Executive Response
The council agreed with this proposal and commissioned officers to further investigate and report to Cabinet. This request was carried out and reported to Cabinet on 13 th December 2017 in a report titled 'War Memorial Trees'. Supplied as an appendix to this report.
Scrutiny Recommendation 2
<i>We recommend that beyond the core investment period, the council moves from a position of limited or no obvious maintenance, to a clear and stated proactive war memorial and tree management plan.</i>
Cabinet/Executive Response
In the Cabinet report the council committed to support the long term investment plan in the city's war memorial trees as set out in the report. Recommendation 5 of the Cabinet report, which was accepted, states 'The council guarantee that the 300 new trees in parks and any possible replacement trees on the war memorial streets, be replanted in perpetuity'. Para 2.1 of the 13 th December Cabinet report gives more detail and includes a statement about implementing this in discussion with residents.
Scrutiny Recommendation 3
<i>We recommend where practicable and affordable that engineering solutions are adopted to retain as many memorial trees on Western Road/Mona Avenue, as far as possible.</i>
Cabinet/Executive Response
Outlined in the Cabinet Report of 13 th December 2017 are the investigations

and costings for carrying out engineering solutions to retain trees on Western Road. These are chiefly covered with respect to Western Road in section 6 of the Cabinet report.

Scrutiny Recommendation 4

*We recommend that the Council look to restoring over time the Western Road War Memorial to its original concept. This would be subject to appropriate space, funding, and **agreement with residents on Western Road and Mona Avenue.***

Cabinet/Executive Response

The 13th December Cabinet report covered this request at Recommendation 4 as well as in more detail in paras 1.1 (c) and (f), 1.6 and 2.1. This approach will extend to all war memorial trees covered in the Cabinet report on Western Road/Mona Road, Tay Street, Oxford Street, Springvale Road, Binfield Road and Heathfield Road. These discussions are currently being planned.

Scrutiny Recommendation 5

We note and support the Council's commitment to 'replanting and rededicating memorials over the coming months'. In regard to Western Road this could be with a view to unveil a fitting memorial in time for Centenary Anniversary of Armistice Day November 2018.

Cabinet/Executive Response

This is confirmed in the 13th December Cabinet report at paras 1.1 (a) and (f).

Scrutiny Recommendation 6

We ask the relevant Cabinet member to share with the public the immediate, medium and longer term, future maintenance plan for Western Road War Memorial street trees.

Cabinet/Executive Response

Following the in depth investigations that appeared in the Scrutiny report and further incorporated into the 13th December Cabinet report, options to retain the trees on Western Road were considered and priced. Recommendation 2 and Section 6 paras 6.1, 6.2 and 6.4 – 6.8.

Scrutiny Recommendation 7

We recommend that the relevant Cabinet Member comes to the Economic and Environmental Scrutiny Committee to explain how they will respond to the differences and challenges identified in a) the Council's technical recommendations following the Independent Tree Panel report, and b), the

technical submissions from the community; and also the ask for a technical dialogue between the community and Streets Ahead.

Cabinet/Executive Response

Cllr Bryan Lodge, Cabinet Member Environment and Streetscene attended Economic and Environmental Wellbeing Scrutiny and Policy Development Committee on 13th September 2017 and give an initial response to the recommendations and questions from the Committee;

- Councillor Lodge stressed that no decisions had been made in respect of the Western Road First World War memorial trees at this time, and that any such decisions would be made by the Cabinet, at its meeting to be held on 20th September 2017. That meeting requested further work to be done on engineering solutions and costings and led to the Cabinet report of 13th December 2017.
- Councillor Lodge stated that it was important that the views of all residents were considered, on the basis that the Council had received complaints from some residents with regard to damage being caused to their properties by the tree roots.
- Councillor Lodge said that to determine the final decisions on Western Road there was still a need to understand what costs were required in connection with any engineering works required. There may then be a need to identify additional funding to be put towards such alternative solutions. It was likely that objections would be received from some residents in terms of build outs and other required highway improvements. There were likely to be additional costs involved with regard to such improvements, with regard to loss of parking and residents having difficulty accessing driveways.
- Cabinet would in due course make the decisions based on all the information available with regard to the differences and challenges identified in the council's technical recommendations as well as any cost implications.
- Councillor Lodge also expressed a view that the proposed replacements are a repeat of the process carried out decades ago when some of the trees were replaced. The current proposals and commitment to maintain or replace the war memorial trees in perpetuity will ensure the memorial and the trees will be there for future generations to respect and enjoy.

3 What does this mean for the people of Sheffield?

- 3.1 The council has committed to replant all memorial trees that need replacement and to do this in perpetuity, alongside consultation with residents on options to replant lost memorial trees that were never replaced. Over the years, around half the original trees have been lost and not replaced. We will work with the people of Sheffield on what they would like to see from this new

major memorial project and how the city should best commemorate those who have fallen in conflicts but who are not represented by the many existing memorial trees in the city. We will work collaboratively with the people of Sheffield, community groups, The Greenspaces Forum, the Royal British Legion and the War Memorials Trust on this new memorial project.

- 3.2 For first time in 100 years, and in readiness for the 2018 Centenary we will create a new memorial consisting of around 300 trees in our city's parks and will retain this new memorial in perpetuity. This project will be led by the Parks and Countryside Service and will be in addition to any work on memorial street trees carried out by Streets Ahead.

4. Recommendation

- 4.1 That the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee note the formal Cabinet response to the Committee's recommendations in regard to Western Road First World War Memorial



Author/Lead Officer of Report: Philip Beecroft,
Head of Highway Maintenance

Tel: 273 5911

Report of: Paul Billington
Report to: Cabinet
Date of Decision: 13th December 2017
Subject: War Memorial Trees

Is this a Key Decision? If Yes, reason Key Decision:-	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Which Cabinet Member Portfolio does this relate to? Environment and Streetscene		
Which Scrutiny and Policy Development Committee does this relate to? Economic and Environmental Wellbeing Scrutiny and Policy Development Committee		
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given? EIA 123		
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

Purpose of Report:

To update Cabinet on the city's first ever long term investment plan in the city's war memorial trees and in particular to report back to Cabinet on the costs of engineering solutions to retain war memorial street trees on Western Road, Tay Street, Oxford Street, Springvale Road and Binfield Road as well as proposals for Heathfield Road. Following the report to the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee on the Western Road memorial trees, the Cabinet Member for the Environment and Streetscene asked that Amey be commissioned to carry out outline design work for tree retention works in sufficient detail to enable an estimate of the level of additional funding needed to be provided to Cabinet.

Recommendations: Cabinet is asked to agree to

1. Support the long term investment plan in the city's war memorial trees as set out in this report
2. Note the costs of an estimated £500,000 involved in carrying out engineering solutions to retain 41 war memorial trees on Western Road, Tay Street, Oxford Street and Binfield Road and make a final decision on the 41 trees accordingly
3. 300 new memorial trees to be planted in Sheffield's park's by the council before November 2018 to create a permanent lasting war memorial for the city
4. Following discussions with residents on the war memorial streets, practical and affordable options be considered to replant trees that were lost and not replaced in previous years prior to the current Streets Ahead contract
5. The council guarantee that the 300 new trees in parks and any possible replacement trees on the war memorial streets, be replanted in perpetuity

Background Papers: None

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Janinne Scarborough
		Legal: Steve Eccleston
		Equalities: Annemarie Johnstone
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>		
2	EMT member who approved submission:	Laraine Manley
3	Cabinet Member consulted:	Bryan Lodge
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: Philip Beecroft	Job Title: Head of Highway Maintenance
	Date: 27 th November 2017	

1. PROPOSAL

1.1 For the first time the council is able to commit to a long term investment plan in the city's war memorial trees. This will consist of:-

- a) The planting of an extra 300 memorial trees in our city's parks prior to November 2018. This is the biggest memorial planting scheme in living memory
- b) Although two thirds of the current memorial trees are unaffected by the replacement programme, around 40 trees currently fall into one or more of the council's replacement categories of dead, dying, dangerous, diseased or causing damage or access problems. Appendix A gives illustrations of the impact of these trees. If Cabinet decides to replace any of the 41 trees, then they would be replaced on a guaranteed 1 for 1 basis. For generations, it has not been possible to replant a lost war memorial tree, with the result that the current stock is only half the original number

- c) Discussions with residents on war memorial streets about the practicalities of replacing some of the trees that have been felled and not replanted in past years prior to the current Streets Ahead contract
- d) Guarantee the long term future of the new war memorial trees to be planted in our parks via a council commitment to replace them in perpetuity
- e) If Cabinet decide to replace any of the 41 street trees, then the council should commit to their long term replacement in perpetuity
- f) Consult the War Memorial Trust, the Royal British Legion and other interested parties regarding a significant event(s) to commemorate the 100 year centenary of the First World War on Armistice Day in November 2018

1.2 The report confirms the significant cost of retaining the 41 war memorial trees that fall into the replacement categories and that the engineering solutions only provide partial and potentially short term solutions to those trees which are damaging the roads, paths and residential properties. It is also important to note that two thirds of the current stock of war memorial trees are unaffected by the proposed replacement programme set out in this report

1.3 The costs of engineering works indicated in this report (illustrative samples of which are included in Appendix A) are based on outline designs on 26 of the 41 trees that fall into the replacement categories. To offer Cabinet a full cost of potential replacement of all 41 trees, we have used the average cost of the 26 and applied this to the remainder. All these engineering works sit outside the contract and would require additional council funding from core budgets.

1.4 As part of the street tree replacement programme certain trees on Western Road, Tay Street, Oxford Street, Springvale Road and Binfield Road were identified by council officers for replacement due to them being dead, dying, dangerous, diseased, damaging or discriminatory. These decisions were made after consideration by both Amey and separately by the Council on whether any of the engineering solutions included within the Streets Ahead contract could be used to retain trees.

1.5 As the trees are part of a war memorial this raised public interest and the Council was requested to look at funding more significant works to retain the trees. The Council agreed to undertake that further review and outline design, particularly on the affected trees on Western Road.

1.6 Heathfield Road is also a war memorial street but with different circumstances. The proposal is to discuss with local residents and the Veterans Association a plan to renew the memorial trees on Heathfield Road. Any tree replacement work required by the contract has already taken place.

- 1.7 In addition to the Streets Ahead tree replacement programme there is also a proposal from the Parks and Countryside Service to engage with the public to establish permanent memorial trees in some parks around the city. This will provide up to 300 new and extra trees.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 For first time in 100 years, and in readiness for the 2018 Centenary we will create a new memorial consisting of around 300 trees in our city's parks and will retain this new memorial in perpetuity. We will also commit to replant all memorial trees that need replacement and to do this in perpetuity, alongside consultation with residents on options to replant lost memorial trees that were never replaced. Over the years, around half the original trees have been lost and not replaced. We will work with the people of Sheffield on what they would like to see from this new major memorial project and how the city should best commemorate those who have fallen in conflicts but who are not represented by the many existing memorial trees in the city. We will work collaboratively with the people of Sheffield, community groups, The Greenspaces Forum, the Royal British Legion and the War Memorials Trust on this new memorial project. This project will be led by the Parks and Countryside Service and will be in addition to any work on memorial street trees carried out by Streets Ahead.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 As the work is part of the Streets Ahead highway upgrade programme, Amey provide general information on the works proposed in each area via Roadshows and then inform residents of more detailed timings of works by letter. In relation to tree works in response to public demand for more information the Household Surveys were introduced. The survey was reviewed and backed by the High Court in 2016.
- 3.2 The survey gauged public reaction to specific tree proposals on a street by street basis. Any streets where a majority of respondents disagreed with the proposed works were referred to the ITP for an independent second opinion.
- 3.3 Dialogue has taken place with veterans groups and residents in relation to the Heathfield Road memorial and this will continue.
- 3.4 Proposal under discussion to plant 300 trees to create new memorials in some parks and this will continue.
- 3.5 Amey will engage in further discussion with residents on each of the memorial streets in the event that Cabinet decides to replace any of these trees.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

4.1.1 Overall, there are no significant, positive or negative, equalities implications from this proposal. Any potential work will make it easier for everyone to get around safely due to improved condition of footways, and this will particularly benefit older people, parents with buggies, and people with restricted mobility and their carers. However, Armed Forces and ex-Armed Forces personnel may perceive a negative effect of the change. To mitigate this, we will work with the people of Sheffield on what they would like to see from the new major memorial project and how the city should best commemorate those who have fallen in conflicts but who are not represented by the many existing memorial trees in the city.

4.2 Financial and Commercial Implications

4.2.1 The total cost to retain the trees is around £500,000. This figure is based on preliminary design work by Amey and would be outside of the core funding for the Streets Ahead programme. Undertaking this work would have an impact upon the council's general fund revenue outturn position and would require prioritisation of the potential tree works against other pressing council priorities such as social care.

4.2.2 By contrast, if the decision is to replace all of the 41 trees, then this will have no impact on the contract funding because this work is already funded or any wider impact on the council's budget.

4.3 Legal Implications

4.3.1 There is a legal obligation on the council to maintain the highway under S41 Highways Act 1980. The council delivers this duty through the Streets Ahead contract with Amey. The removal of the trees helps deliver the Highways Act obligations. The High Court has held the programme to be lawful in *Dillner v Sheffield Council* [2016] EWHC 945 (Admin). A failure to maintain the highway properly and lawfully could result in legal claims being brought for compensation.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The review covers the war memorial trees that are classed as dead, dying, dangerous, diseased, damaging or discriminatory.

5.2 It should be noted that the damaging category applies to third party property as well as the public highway. In some instances the damage to

third party property extends beyond damaging drives and garden walls to serious damage affecting the actual house that may in time require underpinning works.

- 5.3 Where trees are damaging property this would continue even if the highway works to retain trees was carried out. It is also possible that trees not currently causing any property damage would do so in time as they continue to grow. Equally, the engineering works may offer only short to medium term solutions given the trees will continue to grow and impact on the street environment and surrounding properties. If the trees are not replaced this will lead to potentially expensive claims against Amey or the council.
- 5.4 Where the streets were referred to the ITP, the alternatives to replacement were suggested in their advice letters as below:
- 5.4.1 Western Road
23 trees referred to ITP
ITP agreed with SCC for replacement of 11 and proposed engineering works on 12. Eleven trees are damaging private property. The Council carried out a further detailed review including Airspade excavations to check root locations and found that it could not agree with the ITP advice on any of the 12 trees they proposed engineering works for.
- 5.4.2 Tay Street
Not included in Household Survey as no residences.
2 trees to replace. Both are damaging the highway and one is dying.
- 5.4.3 Oxford Street
8 trees referred to ITP
ITP agreed with SCC for replacement of 4 and proposed engineering works on 4. Following further review the Council agreed with ITP advice and have found a solution to retain 3 of the four trees the ITP advised could be retained.
- 5.4.4 Binfield Road
6 trees referred to ITP but tree o/s 23 was worked round prior to their inspections
ITP agreed with SCC for replacement of 4 and proposed engineering works on 1. Following further review the Council could not agree with ITP advice on the single tree it suggested could be retained. One tree is damaging private property.
- 5.4.5 Springvale Road
2 trees referred to ITP
ITP agreed with SCC for replacement of both trees. Both are causing damage to the highway.

5.4.6 Heathfield Road

Streets Ahead works were carried out in 2014 and the street was not therefore included in the Household Survey. Only two trees needed to be replaced for condition reasons but there are others missing that failed many years ago. The request is from a Veterans Association that the remaining trees are all replaced as they are poor specimens along with new planting to reinstate the memorial.

- 5.5 In summary, all options suggested by the ITP have been considered in detail and where possible accepted. In the majority of trees the advice was ultimately rejected as either not practical and/or would incur expenditure outside the core funding for Streets Ahead. It should be also be noted that many of the engineering solutions will only give a temporary solution to the damage being caused and the tree will still require replacement at some point. Where trees are damaging third party property it is almost always as a result of damage caused by roots. If the tree is not replaced this damage will continue irrespective of any engineering solutions and will almost certainly give rise to claims against the Council or Amey and may make houses uninsurable.

6. REASONS FOR RECOMMENDATIONS

- 6.1 This report aims to indicate the costs of retaining the 41 war memorial trees. The report points out the estimated cost of around £500k to retain these trees.
- 6.2 The recommendations in this report point to the importance of war memorial trees and the suggested long term commitment and investment plan for these trees.
- 6.3 The trees on Heathfield Road are in a wide grass verge. As a result the trees that required work or replacement were not causing any damage to the highway or private property but were dead or dying. There is a provision within the contract for up to 600 'missing trees' to be replaced at no cost to the Council. It is recommended that 20 of these are used to restore this memorial.
- 6.4 Western Road has the largest number of memorial trees. There were originally 97 trees but over the years this number has reduced to 54 of which 23 now fall into the replacement categories. Potential replacement works will ensure that the memorial continues but has been met with concerns amongst some residents and that led to further in-depth investigations of the ITP advice. Sensitive excavation by Airspade was carried out and this confirmed that the ITP suggested root bending and pruning was simply not possible on such large mature trees.
- 6.5 In order to fully explore the cost of the engineering works to attempt to retain the trees on Western Road, Amey were commissioned to carry out preliminary design work and from that derive a robust estimate of the

cost of the works. This estimate is £310,090.

- 6.6 Looking specifically at Western Road where more detailed work has been carried out there are other impacts to consider. These include;
- Each tree will need a build-out into the road which is an average of 5m long. This will mean a loss of approximately 35 parking spaces along the length of Western Road should the trees be retained.
 - The road will be reduced in width even when the level of parking is low due to the regular build-outs
 - One way working was considered but it was felt that this could lead to an unacceptable increase in traffic speeds and therefore lead to road safety issues
 - Some of the work may still not be possible as it may cause problems with private property threshold levels and could result in water from the road running into the property
 - Where work to utilities apparatus has been identified (such as to the BT chamber opposite number 239) no account of the costs for any diversion/re-location works have been included. Any such costs would be determined by the utility affected and be payable to them
 - Where root damage is occurring to private property leaving trees in place by carrying out these works will exacerbate this problem for the residents and will lead to insurance claims. The existing visible damage is covered in the estimates but the costs could increase once any work is commenced as further damage may become apparent
 - Ultimately the houses could become uninsurable
- 6.7 It has been demonstrated earlier in the report that the option to retain the damaging trees would be a significant cost to the council and provides only a partial and potentially short term solution, given the continuing damage caused by the trees (as they continue to grow) and the on-going and significant impact on residents in terms of traffic and parking restrictions; damage to property and related insurance issues.
- 6.8 The option of doing nothing to the 41 trees which fall into the council's replacement categories i.e. leaving the trees and the streets and not committing to any form of mitigation for the 41 trees is not acceptable given the Council has a legal duty under the Highways Act to maintain the highway in a safe condition. Equally the do nothing option potentially exposes the Council's budget to long term and potentially increasing insurance claims from property owners and accident claims from users of the paths and highway; it also leaves the street in a condition of poor accessibility to the most vulnerable members of the community and finally, it leaves the Council open to increasing costs of 'patch and repair' over many years.

Appendix A

Example photos of damage on Western Road and three examples of preliminary design work with costings.

Outside No 81: SA. Recommend Replacement: ITP in Agreement:

Footway already significantly ramped by roots tracing to boundary wall: Kerb pushed out into channel line: Photo also showing recently repaired wall to the property



Outside No. 93: SA. Recommend Replacement: ITP in Agreement:

Root/buttruss in carriageway causing damage and preventing any further kerb placement. Roots also in channel line of traffic and tracing towards third party boundary wall near gate.



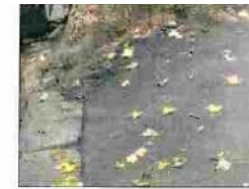
Outside No. 111: SA. Recommend Replacement: ITP in Agreement:

Cannot install full profile kerb as roots growing under carriageway. Footway already ramped by shallow roots. Damage to private wall by roots tracing to property is very evident

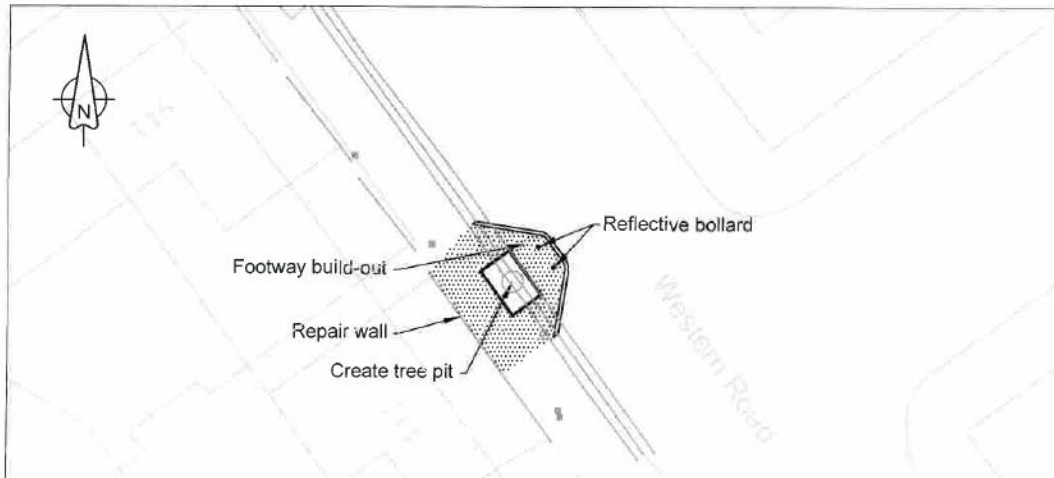




Location Plan 1:2500



o/s no. 111



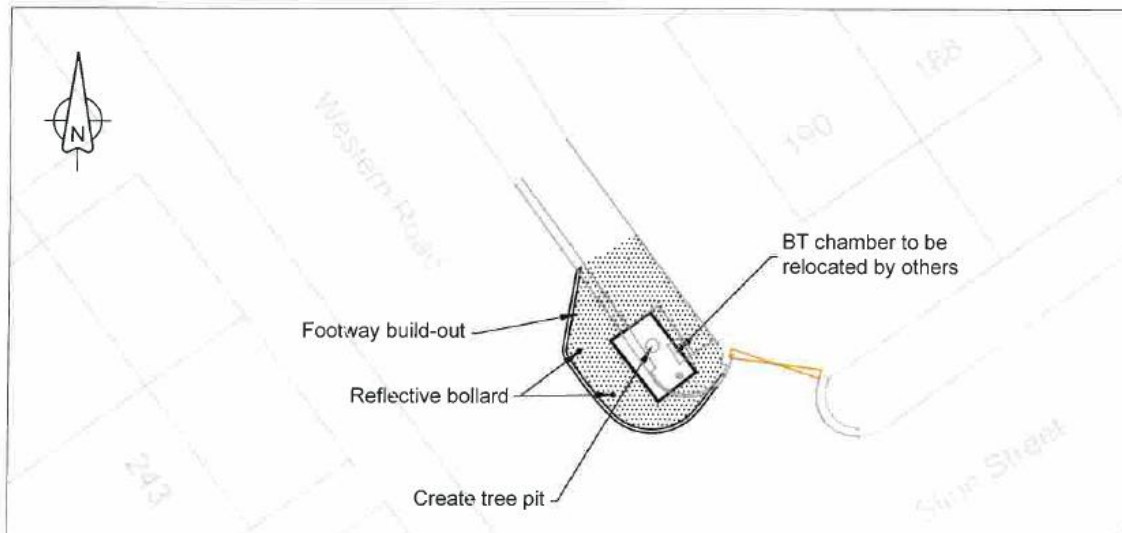
PROPOSED WORKS
Western Road o/s no. 111
1) Remove kerbs and tarmac footway
2) Install concrete kerbs to form build-out
3) Create tree pit
4) Install reflective bollards
5) Repair wall
6) Tarmac footway and build-out
£15,580



Location Plan 1:2500



Opposite No. 239



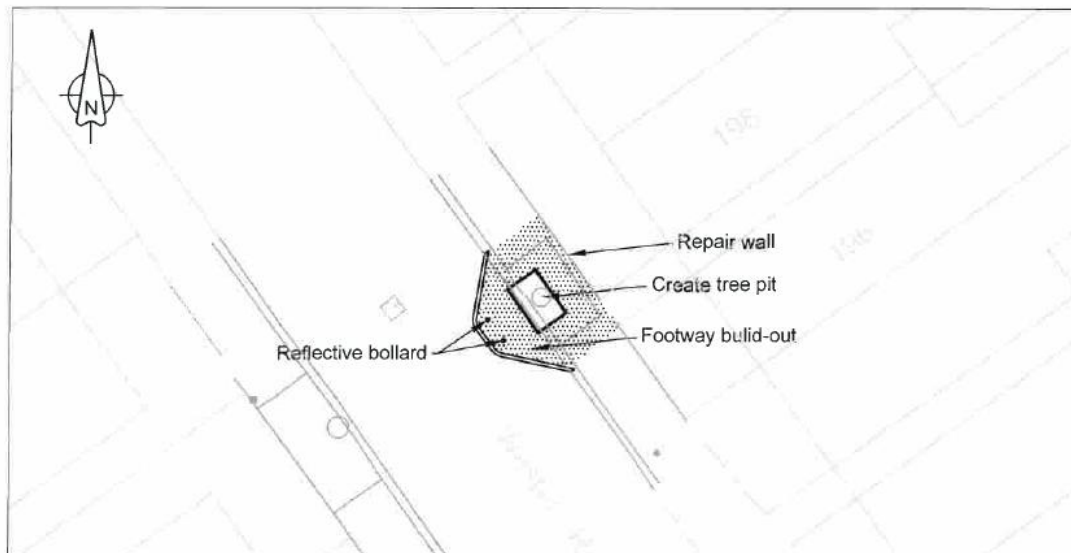
PROPOSED WORKS	
Western Road opposite no. 239	
1)	Remove kerbs and tarmac/flag footway
2)	Install concrete kerbs to form build-out
3)	Create tree pit
4)	Install reflective bollards
5)	Relocate BT Chamber to be relocated by others
6)	Tarmac footway and build-out
£29,650	



Location Plan 1:2500



o/s no. 198



PROPOSED WORKS	
Western Road o/s no. 198	
1)	Remove kerbs and tarmac/flag footway
2)	Install concrete kerbs to form build-out
3)	Create tree pit
4)	Install reflective bollards
5)	Repair wall
6)	Tarmac footway and build-out
£15,580	