

# **Overview and Scrutiny Management Committee**

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**Thursday 16 September 2021 at 1.00 pm**

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

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

## **Membership**

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Councillors Denise Fox (Chair), Joe Otten (Deputy Chair), Angela Argenzio, Ian Auckland, Steve Ayris, Dawn Dale, Mark Jones, Mike Levery, Bryan Lodge, Zahira Naz, Martin Phipps and Mick Rooney

## **Substitute Members**

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

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## PUBLIC ACCESS TO THE MEETING

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The Overview and Scrutiny Management Committee comprises the Chairs and Deputy Chairs of the four Scrutiny Committees. Councillor Denise Fox Chairs this Committee.

- Remit of the Committee
- Effective use of internal and external resources
- Performance against Corporate Plan Priorities
- Risk management
- Budget monitoring
- Strategic management and development of the scrutiny programme and process
- Identifying and co-ordinating cross scrutiny issues

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

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

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

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

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## FACILITIES

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

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

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**OVERVIEW AND SCRUTINY MANAGEMENT COMMITTEE AGENDA  
16 SEPTEMBER 2021**

**Order of Business**

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- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 5 - 8)  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 9 - 16)  
To approve the minutes of the meeting of the Committee held on 29<sup>th</sup> September, 2021
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Pinstone Street** (Pages 17 - 46)  
Report of the Interim Executive Director, Place
- 8. Work Programme 2021/22** (Pages 47 - 56)  
Report of the Policy and Improvement Officer
- 9. Date of Next Meeting**  
The next meeting of the Committee will be held on Thursday, 4<sup>th</sup> November, 2021, at 1.00 pm, in the Town Hall

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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

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

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

You **must**:

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

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

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

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

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

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

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

You have a personal interest where –

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

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

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

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

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

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

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Overview and Scrutiny Management Committee

Meeting held 29 July 2021

**PRESENT:** Councillors Denise Fox (Chair), Joe Otten (Deputy Chair), Angela Argenzio, Steve Ayriss, Dawn Dale, Mike Levery, Bryan Lodge, Zahira Naz and Mick Rooney

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**1. APOLOGIES FOR ABSENCE**

1.1 Apologies for absence were received from Councillors Ian Auckland , Mark Jones, Zahira Naz and Martin Phipps.

**2. EXCLUSION OF PUBLIC AND PRESS**

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

**3. DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

**4. MINUTES OF PREVIOUS MEETINGS**

4.1 25<sup>th</sup> March, 2021

The minutes of the meeting of the Committee held on 25<sup>th</sup> March, 2021 were approved as a correct record and, arising from a query raised by Councillor Angela Argenzio regarding the decision to remove the Access-Able Policy from the Council's Licensing Policy, the Policy and Improvement Officer (Emily Standbrook-Shaw) stated that she would contact colleagues in the Equalities and Engagement Team to find out whether anyone from that Team had been involved in such decision, and circulate the response to Members of the Committee.

4.2 19<sup>th</sup> May, 2021

The minutes of the meeting of the Committee held on 19<sup>th</sup> May 2021 were approved as a correct record.

4.3 7<sup>th</sup> July 2021

The minutes of the meeting of the Committee held on 7<sup>th</sup> July 2021, were approved as a correct record.

## **5. PUBLIC QUESTIONS AND PETITIONS**

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

## **6. THE COUNCIL'S REPAIRS AND MAINTENANCE SERVICE**

6.1 The Committee received a report of the Interim Director of Transport, Repairs and Facilities Management providing an update on the Council's Repairs and Maintenance Service.

6.2 The report set out information on the progress made since the Service had been insourced from Kier Services in 2017; the impact on the Service as a result of the Covid-19 pandemic and how the backlog of work would be carried out; and how the Service was working with Council tenants to deliver a programme of further service improvements.

6.3 In attendance for this item were Nathan Rodgers (Interim Director of Transport, Repairs and Facilities Management) and Mark Freeth (Head of Repairs and Maintenance Service).

6.4 Nathan Rodgers introduced the report and made reference to an error on page 6, indicating that the percentage figure regarding the number of appointments kept within a two-hour time slot should read 85.34% and not 95.18%.

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

- The Service allocated only one or two jobs a time to operatives to allow sufficient time for them to honour the appointments. Progress was constantly being reviewed throughout the day, and the operatives were encouraged to complete the jobs during that day. If it was not possible to complete a job for any reason, it would either be deferred to the next day or referred to the Out of Hours Team. Tenants would be kept up to date in terms of any decisions made. The Service's co-ordinators would be constantly reviewing the operatives' workload throughout the day. The proposed new systems would result in the process becoming more automated, therefore hopefully, more efficient.
- There were teams of operatives working in different areas of the city, and in those situations where there was a shift in demand for a particular trade in a certain area, resources would be reallocated to such areas. It was hoped that the new IT system would result in the service being more responsive.
- Work was generally allocated on a date order basis, but if tenants wanted additional works, the operative would be encouraged to undertake such works to avoid repeat calls. If any follow up work was required, this would be arranged with the tenant at the time to save them having to make further calls to the contact centre.

- Whilst the contact centre had a high turnover of staff, this did not involve staff working on repairs and maintenance.
- The Repairs and Maintenance Service sat in the Place Portfolio, and whilst staff worked very closely with colleagues in the Housing and Neighbourhood Service, it was not part of that Service. The Service came under Transport, Facilities Management and Repairs.
- The Service recognised the importance of working with tenants and had made every effort to maintain the relationship throughout the Covid-19 pandemic. This had involved attending the Housing and Neighbourhoods Advisory Panel (HANAP) meetings to discuss performance and improvement, and also the setting up of a Tenant Focus Group, which had met three times during the pandemic to discuss, amongst other topics, the Target Operating Model, which some tenants had been involved in. There were also plans for tenants to undertake mystery shopping and ride outs to inspect the quality of repairs.
- The Service had built in a new leg of the new structure to achieve better control of the planned works, in ensuring that staff had the required skills to deliver this work effectively. This should then provide an opportunity for the Service to focus on other types of work, both in and outside the Council. Also, the cost model support development, currently being put together, would support this work, and give clarity and transparency around the Service's overhead. This would result in cost recovery per operative per activity, and would enable the Service to be in a good commercial position at the time the cost model support development was ready to be delivered.
- There had been a backlog of planned work prior to the Covid-19 pandemic, and whilst some progress had been made against the backlog during the pandemic, it was acknowledged that progress in general had been slow up to April 2020. There had been an element of progress with regard to the deployment of work to the operatives, but very little on the foundational work being worked on over the last 18 months.
- When the workforce had transferred back in-house in 2017, it was clear that there had been a huge underinvestment in training, commercial skills and performance management, and the Service had made considerable efforts to address this through training, education and renewing processes. The workforce had returned to the Council on a number of different terms and conditions and pay grades which, in some cases, had resulted in an adverse impact on staff morale. Progress had been made in terms of designing a new staffing structure based on volumes, activities and the findings of the Target Operation Model.
- On reflection, the review of the Service and reporting had taken longer than expected, and it was acknowledged that this work could have been undertaken quicker.
- The Service would normally have around 2000 transactions a week, and

when it returned to normal working conditions after the pandemic, demand had increased by 25%. The Service had different performance measures for different types of work. For example, with regard to day-to-day repairs, it was expected that six jobs a day be completed, which was in line with industry standards, and a target that was being achieved. With regard to the more planned work, the measures were based on schedules and, again, these targets were being met. There was no staff incentive scheme, but there were the usual benefits of working for the Council, such as guaranteed long-term employment, career development and a generous annual leave entitlement. The Service had recently recruited 43 new operatives. The Service was encouraging the one to one conversations about performance with operatives as part of its performance management framework, which had not previously existed under the contract with Kier Services. As part of this initiative, managers had been trained to obtain the relevant skills to have the conversation, mainly to drive customer service focus.

- The challenges regarding materials was changing on a weekly basis but, on the whole, the Council and the Service had done well in terms of managing to maintain supplies.
- It was acknowledged that some tenants found it difficult to complain, mainly due to the difficulties in navigating the Council website. Complaints did not go straight through to the Service but were logged with the main Council contact centre. The Service had strengthened its Customer Service Team in terms of its response to complaints. All information on complaints was fed into the Performance Management Framework for monitoring purposes. In addition, a new Performance Services Manager had recently been recruited, who would be responsible for engaging with the contact centre with the aim of further improving the customer service experience. As part of the Repair Focus Group meetings with tenants, time was allowed for tenants to discuss any casework issues or general concerns. In addition, there was now a dedicated telephone line which Councillors could use to access the Service.
- It was acknowledged that there should have been more information in the report with regard to the work the Service was undertaking, or had planned, to tackle climate change. There was considerable activity taking place in this regard, specifically with regard to material procurement, staff taking part in training courses regarding renewable technology, looking at the shift from the installation of gas boilers to more air-sourced products and a review of the transport fleet, which included purchasing smaller, electric vehicles, some of which we're already being piloted. The Service was also looking at minimising the journey times of operatives, and had installed a number of secure lockers at various locations across the city, from where operatives could pick up, and drop off, tools, equipment and materials, to save them travelling to the main depot.
- It was acknowledged that there needed to be more creativity in terms of how the Service was promoted. As part of the new proposals regarding the redesign of the Service, flexible working was being introduced, which

included an extended working day, making the Service more accessible to tenants. The proposals would also hopefully attract a more diverse workforce, with the aim of attracting more female operatives. There were already a number of female operatives working for the Service, and a number of female apprentices had recently been recruited.

- When the Service was insourced in 2017, it came under the responsibility of the Director of Facilities Management, and there were three separate services - Transport, Facilities Management and Repairs. The only connection between the three services was that they came under the responsibility of the Interim Director of Transport, Repairs and Facilities Management.
- The insourcing of the Service had the protection of The Transfer of Undertakings (Protection of Employment) Regulations (TUPE), and the experience of employees in such cases has not always been successful, and lessons should have been learnt from this. It was apparent that when the Service had been insourced, there was an under-investment, concerns of performance data, backlogs and a lack of skilled management and commercial expertise. As a result of this, the Service was in the early stages of receiving assistance from the Council's Corporate Services - Finance, HR and IT, with such issues setting the Service back and contributing to the problems currently being faced. Despite the concerns raised, there had been a number of good examples of insourcing such Services in other local authorities, where they had become more resilient, more responsive to tenants needs, where savings had been reinvested in other Council services, more diverse workforces being developed and where services had more influence over carbon reduction measures/schemes. Such improvements were starting to emerge from the Services Target Operating Model. Other benefits included having a local material and labour supply, a contribution to the local supply chain through material procurement and subcontractors, the apprenticeship scheme had been vastly increased and engagement with tenants had improved.
- The Service would draft a document setting out Frequently Asked Questions for the use by Councillors as part of their casework with tenants.
- When the Service was insourced in 2017, the bonus system had already been reviewed, and subsequently withdrawn. The new staffing structure had been launched, and the first round of consultation meetings had commenced the previous week, with proposals for the new rules to commence in April 2022, subject to collective agreement.
- The 7% of jobs not completed in time fell into the overdue category, and were rearranged on priority, and in agreement with tenants. In terms of a manageable backlog, and based on all categories of work, a healthy work in progress figure in terms of jobs per week was 6000. There were currently 9389 jobs awaiting completion, resulting in 3389 jobs being overdue.
- Whilst there were no formal service level agreements between the Repairs

and Maintenance Service and the Housing and Neighbourhood Service, the Housing Service held a number of standards that the Repairs Service worked to. The Services worked closely in defining the categories of the different jobs. Nathan Rogers and Mark Freeth met regularly with the Housing Senior Leadership Team to update on progress. The Housing Service was not able to access live data on individual job progress. It was acknowledged that more could be done in connection with how the Service supported colleagues in the Housing Service, and it was hoped that the new proposed functionality would enable officers in that Service to be able to interact with tenants in terms of the progress of jobs. The new process would also enable the Repairs Service to signpost tenants to other Council services, and record data much better. Whilst Area Housing Managers did not currently receive regular update reports on jobs directly, there was a suite of reports that the Service fed into the Housing Service, which was turned into performance data, and subsequently used for consideration by the HANAP, and which Area Housing Managers could access. It was hoped that such data could be sent directly in the future, and the Service was currently discussing with Area Housing Managers what they would like to see in terms of data.

- The backlog, available resources and supply chain represented serious challenges for the Service, and colleagues in the Housing and Neighbourhood Service had been both very supportive and patient with the Service on these issues.
- 43 new operatives had recently been recruited, with plans for further recruitment. The Service had been liaising with more agencies in connection with further recruitment. A national shortage of skilled labour had been identified, which had raised concerns for the Service as it was just about to commence the process of reprocurng all its sub-contractors.

6.5 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 raised;
- (b) thanks Nathan Rogers and Mark Freeth for attending the meeting, and responding to the questions raised;
- (c) recognises (i) the problems faced by the Repairs and Maintenance Service, and understands that there are plans to tackle the backlog and deliver a quality service and (ii) the frustrations felt by the customers and the workforce, particularly with regard to the delays in repairs;
- (d) requests that:-
  - (i) the Service continues to work towards improving performance in terms of repairs;
  - (ii) the Director of Transport, Repairs and Facilities Management

submits regular update reports to this Committee in terms of performance;

- (iii) the Director of Housing and Neighbourhood Service provides improved reporting with regard to the Service's targets and performance;
- (iv) a timeline be produced to assimilate workforce terms and conditions to eradicate anomalies; and
- (v) the issues regarding the accountability of the Repairs and Maintenance Service, specifically regarding the use of a Service Level Agreement, be referred to the Executive Member for Housing, Roads and Waste Management (Councillor Paul Wood), with a request that this issue be referred to the Communities and Neighbourhoods Transitional Committee for consideration.

## **7. WORK PROGRAMME 2021/22**

7.1 The Policy and Improvement Officer (Emily Standbrook-Shaw) referred to the list of suggested meeting dates for meetings during 2021/22, which had been circulated to members of the Committee.

7.2 Members agreed that Active Travel be added to the Committee's Work Programme for 2021/22.

7.3 RESOLVED: That the Committee agrees:-

- (a) the list of dates circulated prior to the meeting as dates of meetings for the Committee during 2021/22, as follows:-

Thursdays, 16<sup>th</sup> September, 4<sup>th</sup> November and 2<sup>nd</sup> December 2021, and 17<sup>th</sup> February and 17<sup>th</sup> March 2022, from 1.00 pm to 3.00 pm; and

- (b) that Active Travel be added to its Work Programme for 2021/22.

## **8. DATE OF NEXT MEETING**

8.1 It was noted that the next meeting of the Committee would be held on Thursday, 16<sup>th</sup> September 2021, at 1.00 pm.

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## Report to Overview and Scrutiny Management Committee 16<sup>th</sup> September, 2021

**Report of:** Michael Crofts, Interim Executive Director, Place

**Subject:** Pinstone Street

**Author of Report:** Matthew Reynolds  
Transport Planning and Infrastructure Manager  
[matthew.reynolds@sheffield.gov.uk](mailto:matthew.reynolds@sheffield.gov.uk), 07805 746 504

### Summary:

The information presented in this report has been requested by the Committee following a discussion on Active Travel. Specifically, the Chair has asked this report to focus on changes on Pinstone Street and the future plans for this area of the City Centre.

Members have advised that they are receiving casework related to the relocation of buses from Pinstone Street and the challenges this places on city centre trade and vibrancy, including accessibility.

### Type of item:

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

### The Scrutiny Committee is being asked to:

The Committee is asked to consider the rationale for the changes made to Pinstone Street and to provide views and comments on its future operation, aligned to the context of the wider investment in the City Centre. This includes the planned Connecting Sheffield City Centre scheme, the Heart of the City, the Future High Street Fund and the City Centre Plan.

**Background Papers:**

Sheffield City Region Outline Business Case for 'City Centre Connecting Sheffield'

SCC Capital Approvals for Month 12 2020/21 & Month 1 2021/22 Minutes, 23<sup>rd</sup> June 2021. Recommendation iii, accept the stage 2 Transforming Cities Fund.

SCRMCA Mayoral Combined Authority Board Minutes. Monday 7 June 2021 Minute 18 iii – SCR Capital Programme Approvals, Progression of Sheffield City Centre OBC to FBC.

<https://governance.sheffieldcityregion.org.uk/ieListMeetings.aspx?Committeeld=137>

**Category of Report:** OPEN

## Report of the Interim Executive Director, Place – Pinstone Street

### 1. Introduction

- 1.1. As part of the Council's response to the coronavirus pandemic, there were several changes to the highway within the core city centre area to create more circulation space for people to walk and cycle. This included the closure of Leopold Street and Pinstone Street to motor traffic, except for emergency vehicles and permitted access.
- 1.2. The justification for this action was aligned to the Government's Social Distancing Guidance. Following an audit the southern section of Pinstone Street was identified as a constraint due to its narrow footway, street furniture and queuing for retail. The temporary hoarding for the Heart of the City Block B and C removes the footpath on the western side of the road. Given that this is the main north to south pedestrian thoroughfare, there was a need to widen the footways.
- 1.3. The changes in 1.2, have meant the relocation of some bus movements through the city, to Rockingham Street and Arundel Gate. Out of the 190 bus routes (inbound and outbound) that use the City Centre, a total of 36 have been changed.
- 1.4. Removal of motor traffic through this area has led to positive and negative reaction. There is recognition that the traffic-free area is beneficial for some, but access to bus services, particularly for older and disabled people has required some adjustment. It is worth noting that any change to bus services has this reaction and this would include the reversal of these changes.
- 1.5. In order to demonstrate the change, the below table shows the average walking distances to main destinations for the bus services being changed<sup>1</sup>.

**Table 1 – Bus Stop Accessibility**

Destination	Distance (m)		
	Before	After	Diff
Railway Station	635	481	-153
Hallam University	361	211	-150
Cathedral	254	479	224
Town Hall	130	416	286
Moorhead	109	83	-26
Moorfoot	252	244	-8
Barkers Pool	264	361	97
HOC2	232	193	-39
Moor Market	282	246	-36
Tudor Square	359	231	-128
Pond St I/change	537	453	-84
Castle Square	231	335	104
Fargate (Middle)	229	376	147

<sup>1</sup> Figures account for vertical alignment in accordance with Inclusive Mobility guidance. Calculated distances include the horizontal distance + the vertical distance x 10. E.g. 100m = 50m horizontal and 5m vertical x 10.

- 1.6. Similarly, there have been concerns raised about the temporary nature of some of the traffic management arrangements and the poor appearance of some of the barriers and blocks used. Given the urgent nature of the response to the pandemic, the pace of being able to provide additional space for social distancing but also the need to provide robust measures that can deter potential hostile vehicle access into an area used by pedestrians informed the materials used. These were concrete blocks, on the advice of the police.
- 1.7. To maximise the use of the space created for pedestrians as a result of the closure of Pinstone Street, a semi-permanent widening of the footway, between the Peace Gardens and Furnival Gate, was implemented to create a step-free area. This additional space has been demarcated from the carriageway using planters and higher kerbs and continues to be very well used as people return to the city centre.
- 1.8. Recent city centre footfall figures for August show a weekly average at 252,379, compared to 192,245 in August 2020 and 293,336 for August 2019. Given the impact of the pandemic on consumer behaviour and how this has been witnessed in other towns and cities, the City Centre is not showing a comparable decline in use. Research by Centre for Cities shows Sheffield's recovery is "Strong" and compares well with other core cities;

**Table 2: Centre for Cities City and Town Centre Performance<sup>2</sup>**

City	Overall recovery index	Spend index
Liverpool	60	118
Newcastle	59	101
Bristol	55	89
Sheffield	54	90
Leicester	54	87
UK Average	53	89
Nottingham	50	86
Leeds	48	91
Manchester	47	94
Birmingham	46	80

- 1.9. As the requirement for social distancing has eased, the wider issue being presented is the continuation of this closure. The removal of traffic from the core area has been positively received by some, and it has allowed a different use of Pinstone Street to be implemented. This aligns to the future proposals of the Connecting Sheffield City Centre scheme<sup>3</sup>. The consultation response on the Connecting Sheffield scheme had a response rate of 1188 comments from the public, of which 63% positive and 27% negative.

<sup>2</sup> Data from Centre for Cities High Streets Recovery Tracker, retrieved 7 September 2021, <https://www.centreforcities.org/data/high-streets-recovery-tracker/>

<sup>3</sup> <https://connectingsheffield.commonplace.is/proposals/city-centre-proposals>

1.10. The City Council accepted funding for the development of the next stages of Connecting Sheffield from Sheffield City Region Mayoral Combined Authority. The project brings together a number of schemes across the city centre with the objective of delivering public realm improvements, building on those recently delivered in the wider city centre (Grey to Green). The project aligns with the proposed enhancements to be delivered through the Heart of the City and Future High Street Fund projects. In combination, these projects will transform this area into a high-quality pedestrian orientated public space, supported by sustainable urban drainage, protected space and greenery. This is shown in the below figures;

**Figure 1: Grey to Green landscaping proposed to be introduced to Pinstone Street, Arundel Gate and Furnival Gate**



**Figure 2: Proposed Connecting Sheffield on Pinstone Street and Arundel Gate**



**Figure 3: Town Hall Square**



**Figure 4: Pinstone Street and Charles Street**



**Figure 5: Arundel Gate walking route and pedestrian crossing**



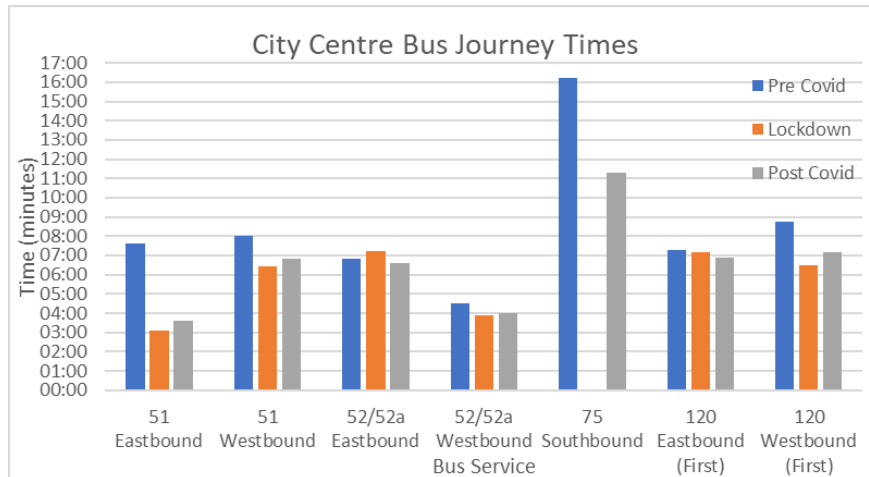
- 1.11. Furthermore, the changes to bus routes, and the bus priority measures that would be implemented as part of the proposed scheme are forecast to deliver significant bus journey time and reliability benefits for existing and potential bus users. This is in direct response to the emerging Bus Service Improvement Plan, whereby speeding up bus journeys and improving reliability will be essential to growing the bus network. The proposed bus gate on Arundel Gate, as part of the scheme, lock in the public transport advantage and ensure that all buses using Arundel Gate benefit from this bus priority feature
- 1.12. New and enhanced, public transport hubs to facilitate interchange between bus services would be provided on Arundel Gate and Rockingham Street and work is underway to identify any mitigation measures in relation to accessibility. All these details will be established through the business case development of the project.

## **2. Key Issues**

### **2.1. Bus Access**

- 2.2. Concerns related to the accessibility of the city centre from the relocation of bus services from Pinstone Street to Rockingham Street and Arundel Gate arising from the temporary closure have been raised. This coincides with the long-standing Shopmobility service ceasing to operate.
- 2.3. The removal of bus services has increased walking distances to and from various locations across the city centre and decreased it for others, noting that Pinstone Street previously operated in a one-way direction only. Clearly there are some users that benefit, and some that do not.
- 2.4. Analysis has been undertaken to quantify the increased walking distances associated with moving the bus stops (as shown in Figure 1 previously). Through the next stages of design this will be further reduced by providing new crossing points, altering the bus stop locations and changing which buses route use certain bus stops. This will also allow the changing nature of the city centre to be considered and where buses need to serve in the longer term.
- 2.5. Another objective of the consolidation of bus routes is to make the network simpler and improve interchange. At present, buses route around the city centre in a one-way direction. This means that a return trip bus stops is in a completely different location to the inward trip bus stop. The scheme aims to rectify this.
- 2.6. Due to urgent nature of the works, the bus stops on Arundel Gate are not as good a standard as Pinstone Street. This is very much recognised and once the next steps are understood, improvements will be programmed. Through SYPTE, new high quality bus shelters are being installed at Furnival Gate and Charter Row following a longstanding request for these improvements.

- 2.7. Although difficult to compare, initial feedback from bus operators is that there are journey time improvements as a result of the closure. From the bus route data, there are improvements in journey time, comparing the pre covid to the current position. With car usage now surpassing the pre covid level on some routes, this shows that bus routes across the city are benefiting from the rerouted services from a journey time perspective. As shown below, the 51 bus eastbound has seen in a 50% decrease in journey across the city centre and the 75 southbound is 30%.



- 2.8. These journey time savings are currently better than those forecast following the implementation of the full Connecting Sheffield scheme, although given the current recovering position of bus patronage and wider bus market, we would need more data to understand what the actual 'normal' situation benefit would be.
- 2.9. The speed and reliability of services is a major factor in the passenger experience and the attractiveness of local bus services. Journey time savings for bus routes are important as this also directly impacts the costs of operating bus services. If bus operating costs are saved, then the founding principles of the Sheffield Bus Partnership state that these savings are reinvested back into the bus network. This therefore helps to sustain the bus market and promotes its use over the City's wider geographic area.

### Alignment with other City Centre Programmes

#### *Connecting Sheffield*

- 2.10. The funding for the Connecting Sheffield City Centre project – including the walking and cycling improvements to Pinstone Street has been allocated from the Department for Transport via the Transforming Cities Fund and is administered by Sheffield City Region Mayoral Combined Authority (SCRMCA). Each project is therefore subject to and approval from the SCRMCA, in accordance with its strategic fit, value for money and deliverability.



- 2.11. The Outline Business Case for City Centre scheme was approved by Sheffield City Council, before being approved to SCRMCA on 7 June 2021.
- 2.12. The current programme is to begin construction in June 2022, following the completion of the Full Business Case and reporting through SCC's approval processes. Reinstating Pinstone Street to its pre-covid position would ultimately mean switching bus users back to Pinstone Street, when they would then be potentially moved back in less than 12 months' time when construction begins. The constant moving of bus passengers across the city should be avoided and therefore the wider implications for the Connecting Sheffield scheme must be given full consideration when considering the current layout of Pinstone Street.

#### *Future High Street Fund*

- 2.13. In January 2021, the Council was successful in securing a £15m funding envelope for the transformation of Fargate through the Future High Street Fund. A key element of this project is to provide a more usable public space by improving the aesthetic value of the high street and repurpose existing building space. The proposals include expanding and improving the area at the top of Fargate with enhanced footways and planting to create the scope for a greater public realm and events space. This transformation would have to be limited if the road space were to be kept for a major bus route.

#### *Heart of the City*

- 2.14. The Heart of the City project is focused on delivering the step change in what the city centre offers, including office space, retail units, a hotel, residential accommodation, and a high-quality pocket park.
- 2.15. The closure of Pinstone Street specifically relates to the building of block A, B and C but also coordinates with the delivery of the Connecting Sheffield scheme and the Future High Street Fund. The closure of Pinstone Street to motor traffic therefore benefits the delivery of this project as the highway presented a barrier to construction processes and delivery timescales.
- 2.16. In addition, there is an aligned delivery and financial benefit between the delivery of the Connecting Sheffield scheme and the other projects in the city centre, such as the improvements to bus stops and public realm on Rockingham Street. This includes Pounds Park. The Connecting Sheffield scheme offers a £2m contribution to Pounds Park and there is a risk that should the Connecting Sheffield changes to Rockingham Street Bus Stops not be delivered, that funding may be clawed back from the funder (SCRMCA).

### *Hostile Vehicle Mitigation*

- 2.17. The safety of the City Centre, and those who use it, is of paramount importance and this has been highlighted through various cooperative workstreams with South Yorkshire Police. The current closure of Pinstone Street has effectively controlled vehicle access into the primary areas of the City Centre. This is in line with the expectations of the Hostile Vehicle Mitigation project, which seeks to reduce vehicle conflicts within the core, and most high-risk areas. The continuation of this arrangement in the short term is therefore supported by this workstream, until the permanent solution is in place.
- 2.18. The design of the current Connecting Sheffield City Centre scheme effectively removes the need for more onerous and impactful measures at the top of Fargate and adjacent to the Peace Gardens. Permanent measures would need to be developed and implemented if Pinstone Street were to be reopened, and in the intervening period further temporary measures would need to be installed.

### *Draft Local Plan and City Centre Plan*

- 2.19. The Draft Sheffield Local Plan has articulated the need for increased densification of the City Centre from both a residential and employment land perspective. To understand how, what and where this growth can be delivered, a City Centre Plan is being developed. Within this, transport and connectivity will play an essential role, including how the use of the public highway can provide additional recreational space whilst also providing the infrastructure to support greater sustainable modes of transport, like walking, cycling and public transport.
- 2.20. Learning from other cities across the globe we have identified that if successful city centre living and employment growth is to be achieved, the transport solution for the city centre is one based on a high quality usable urban core which promotes active travel, an integrated public transport network and greenspace. The Connecting Sheffield City Centre scheme is developed on this principle and the temporary arrangements, transitioning into the full ambition would deliver on this.

## 2.21. Policy Direction

- 2.22. Investment in walking and cycling in central areas, like city centres, is a fundamental component to the Government's Transport Investment Strategy<sup>4</sup>. This has been recently complemented by the Gear Change<sup>5</sup> Active Transport Strategy and changes to highway design standards. It is also reflected in all recent funding applications, whereby funding for transport interventions strongly recommend integration of high-quality cycle and walking facilities. This builds on the policy direction to create a network, linking with, within and through central areas, to secure a greater transition to sustainable transport behaviour in the longer term.
- 2.23. At regional level, the Sheffield City Region Mayoral Combined Authority has set an adopted Transport Strategy<sup>6</sup> and Active Travel Implementation Plan<sup>7</sup>. This document contains modal shift targets and investment priorities that focus on transformational change to walking and cycling networks.
- 2.24. On a local level, transport modelling undertaken for Sheffield highlights that without a significant change in modal shift, the potential growth of the city will be significantly hindered by its transport capacity. This concluded that without a shift from private car trips, the main transport corridors would not be able to accommodate these new movements, and experience significant congestion. In line with this, consultation on the Sheffield Transport Strategy noted that should the right infrastructure be provided, residents would be willing to make the shift therefore the development of a network of walking and cycling infrastructure, and better bus corridors, is crucial to the sustainable and inclusive growth of the city.

## Climate Emergency

- 2.25. A Climate Emergency has been declared in the city and this has been reflected in the Council's One Year Plan. The way people travel is critical to reducing our carbon contribution. Improving the journey times and reliability of bus services is essential to making them more attractive and enhancing walking and cycling provision is also essential to make these a realistic choice for everyone. Enabling greater use of public and active travel is fully aligned to and a critical part of the City's ambition to become Net Zero by 2030. This approach across our transport network will also result in cleaner air and improved health outcomes.

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4

[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/885736/Transport\\_investment\\_strategy.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/885736/Transport_investment_strategy.pdf)

<sup>5</sup> [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/904146/gear-change-a-bold-vision-for-cycling-and-walking.pdf)

<sup>6</sup> <https://sheffieldcityregion.org.uk/wp-content/uploads/2018/01/SCR-Transport-Strategy-Consultation-Draft.pdf>

<sup>7</sup> <https://governance.sheffieldcityregion.org.uk/documents/s2465/Appendix%201%20-%20Sheffield%20City%20Region%20Active%20Travel%20Implementation%20Plan.pdf>

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

- 3.1. Through November and December 2020, engagement on the Connecting Sheffield City Centre project was undertaken to obtain the general public's perception of the scheme, including the closure of Pinstone Street to motor traffic.
- 3.2. The main conclusion from this engagement is that of the 1,000+ comments received, 63% were positive compared to 27% against. There was a clear recognition that Pinstone Street should be used as a more people friendly environment and the scheme would deliver this with the removal of the traffic, bringing greenery and improving safety. The permanent introduction of the Grey to Green style improvements were part of this.
- 3.3. However, what was also clear was that the removal of bus services out of the core city centre would mean that bus users would have further to walk to certain facilities (not always the case but depends on destination – some will be closer). This was specifically an issue identified by disabled groups. However, the closer proximity to the train station, and interchange with other bus services, has been recognised a user benefit.
- 3.4. There is also some localised opposition regarding the removal of parking. The development of an updated Equality Impact Assessment that covers all the changing nature of the city centre is currently being produced, this will inform the identification of mitigation options to shape the scheme designs.
- 3.5. Alongside the bus hub provision on Rockingham Street and Arundel Gate, through traffic would be limited on Arundel Gate through the provision of a northbound bus gate (from a point near to Novotel to retain access to residential and business premises) to create a high-quality bus corridor which gives increased priority to buses and improved air quality. Alongside this, there will be enhanced bus stops and public realm improvements supported by audio and visual real time information. Services stopping at Arundel Gate will be very close to interchange facilities with other buses and the train station. Access from buses to the train station and Hallam University is now significantly improved.
- 3.6. The plans are designed to ensure that bus services will still allow people to access the core of the city centre, with stops located within just a few minutes' walk from the main active areas. However, we understand that some users may have concerns around having to change their arrangements for accessing the city centre.
- 3.7. As part of the plans, we will be relocating some bus stops so that users will end and start their journey at stops located closer together in the city centre than they currently are in the temporary arrangements. Previously, it was the case that boarding the bus is in a different place to where users alight. For instance, passengers getting off on Leopold St would have to board the return journey on Arundel Gate or elsewhere. Therefore, moving forward, while one journey may be longer, the other is likely to be shorter. Therefore, the overall impact to journey times on foot will be minimal.

- 3.8. A further potential way of enhancing accessibility within the city centre is the introduction of a city centre shuttle bus. This is being explored through the Zero Emission Buses for Regional Areas (ZEBRA) bid. The bid is currently being drafted and one of the key criteria is to serve areas where air quality can be improved. Given that the city centre is shown to have some of the highest levels of air pollution there is a strong strategic fit.
- 3.9. We are also working closely with local access groups and have been taking on feedback to ensure the proposals are shaped in a way that will continue to provide access to the city centre for everyone. There has been feedback received which recognises the sensory benefits of reduced traffic in the Pinstone Street/Peace Gardens area, as well as the connectivity improvements of the widened footway on Pinstone Street.
- 3.10. Disability Sheffield, Transport 4 All and the Access Liaison Group were extensively included in the project development and engagement. The key issue in June 2020 when the traffic management and footway widening was initially proposed was not the changes but “the importance of the PTE in communicating changes to services that would enable people to plan their journey.” Greater concern was raised by the group about the following topics;
- **The quality of surfaces and the presence of drop kerbs suitable for wheelchair navigation** – the Connecting Sheffield scheme will take on board feedback from previous projects and include within the design specification.
  - **The need for raised kerbs at bus stops where pavements are built out** – all bus stops within the Connecting Sheffield scheme area will be built to this standard, including improved facilities at bus stops (lighting, information and seating).
  - **The importance of local centres but the relative inaccessibility of the shops (i.e. smaller with a step up into them) can ramps be put in?** – the scheme will not be in direct control of access to shops but will identify opportunities to integrate into the scheme if funding allows.
  - **The loss of Blue Badge car parking spaces plus the need to increase disabled bays. Particularly in local centres** – Work has already been undertaken to look at kerb space in the City Centre and allocated Blue Badge parking in these locations. This is not limited to the scheme area.

- **The need for public seating i.e. benches to remain available** – a key element of the scheme is to significantly improve the amount of public seating within the city centre, this will be complemented with better lighting and public realm.
- **The importance of segregated cycle lanes** – in accordance with the latest design standards, segregated routes are proposed.
- **The importance of kerb heights and tactile paving** - in accordance with the latest design standards and consultation with Access Liaison Group, tactile and kerb heights will be included in the scheme area and at the locations where required.
- **The option to locate extra café seating on the carriageway** – on plinths in weatherproof pods like in northern Europe rather than on the footway – this is not in direct control of the project but will be considered as part of the design works.
- **The need for extra toilet provision in line with extra public seating** – changes to the City Centre’s facilities are outside of the scope of Connecting Sheffield, however, the provision of these facilities falls within the context of the changing nature of the City Centre and its offer.

3.11. All these matters raised are being detailed as far as possible through further stages of the design.

3.12. The Connecting Sheffield proposals have been brought forward because, while Sheffield is a great place to live and work, we still need to improve the travel networks and urban spaces to meet the standards that are required for the future. Through the commitment in the Council’s One Year Plan, the City Centre Plan will be developed to outline a vision for the City Centre. This is yet to be agreed but will need to consider principles such as the need create more usable space and a high quality public environment which ties in with the changing shape and requirements of the City Centre, as well as aligning to our ambition to become Net Zero by 2030 by encouraging people to use a more reliable and higher quality bus and tram network.

3.13. In addition, the project will use this opportunity to define new locations for disabled parking in the city centre. This will match the changing nature of the city centre but also increase the provision of on street disabled parking.

#### **4. Recommendation**

4.1 The Leader has requested that the closure of Pinstone Street is reviewed and brought to Co-operative Executive for a discussion and steer.

4.2 The Committee is asked to consider the proposals and provide views and comments on the current arrangements in place on Pinstone Street and the proposed transformation of Pinstone Street as part of the Connecting Sheffield City Centre scheme which will inform further discussions.

# Equality Impact Assessment

## Introductory Information

### Budget/Project name

COVID-19 Emergency Transport Action Plan

### Proposal type

- Budget  
 Project

### Decision Type

- Cabinet  
 Cabinet Committee (e.g. Cabinet Highways Committee)  
 Leader  
 Individual Cabinet Member  
 Executive Director/Director  
 Officer Decisions (Non-Key)  
 Council (e.g. Budget and Housing Revenue Account)  
 Regulatory Committees (e.g. Licensing Committee)

### Lead Cabinet Member

Cllr Robert Johnson, Transport and Development

### Entered on Q Tier

- Yes  No

### Year(s)

<input type="radio"/> 14/15	<input type="radio"/> 15/16	<input type="radio"/> 16/17	<input type="radio"/> 17/18	<input type="radio"/> 18/19	<input type="radio"/> 19/20	<input checked="" type="radio"/> 20/21	<input checked="" type="radio"/> 21/22
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### EIA date

29/05/2020

### EIA Lead

- |   |                                       |
|---|---------------------------------------|
| <input type="radio"/> Adele Robinson                | <input type="radio"/> Ed Sexton       |
| <input checked="" type="radio"/> Annemarie Johnston | <input type="radio"/> Louise Nunn     |
| <input type="radio"/> Bashir Khan                   | <input type="radio"/> Michael Bowles  |
| <input type="radio"/> Beth Storm                    | <input type="radio"/> Michelle Hawley |
| <input type="radio"/> Diane Owens                   | <input type="radio"/> Rosie May       |

### Person filling in this EIA form

Matthew Reynolds

### Lead officer

Edward Highfield

### Lead Corporate Plan priority

<input type="radio"/> An In-Touch Organisation	<input checked="" type="radio"/> Strong Economy	<input type="radio"/> Thriving Neighbourhoods and Communities	<input type="radio"/> Better Health and Wellbeing	<input type="radio"/> Tackling Inequalities
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## Portfolio, Service and Team

### Cross-Portfolio

Yes       No

### Portfolio

Place

Is the EIA joint with another organisation (eg NHS)?

Yes       No

### Brief aim(s) of the proposal and the outcome(s) you want to achieve

The Council is working with its Highways Delivery Partner (Amey) to temporarily reallocate road space to enable social distancing and promote active travel. This is being undertaken in accordance with the Government's social distancing guidelines for Covid-19.

The Government has announced a specific funding allocation of £250m to support the implementation of social distancing and cycling and walking measures and this will be managed by Sheffield City Region Combined Authority (SCRCA).

The SCR is awaiting confirmation of circa £5m, with Sheffield expecting to receive in the region of £2m.

The report sets out the financial exposure that the Council faces in light of what has been delivered to date and what is in the process of implementation.

## Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these – positives will be part of any mitigation. The action plan should detail any mitigation.

### Overview

**Briefly describe how the proposal helps to meet the Public Sector Duty outlined above**

The proposals will enable social distancing and promote active travel, so enable people to travel safely around Sheffield.



## Impacts

### Proposal has an impact on

<input checked="" type="radio"/> Health	<input type="radio"/> Transgender
<input checked="" type="radio"/> Age	<input checked="" type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input checked="" type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Give details in sections below.

### Health

**Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?**

Yes     No    *if Yes, complete section below*

#### Staff

Yes     No

#### Impact

Positive     Neutral     Negative

#### Level

None     Low     Medium     High

#### Details of impact

#### Customers

Yes     No

#### Impact

Positive     Neutral     Negative

#### Level

None     Low     Medium     High

#### Details of impact

The present Covid-19 emergency provides an unprecedented opportunity for the necessary behaviour changes to improve public health locally. Sheffield residents have accepted major disruption, and adopted enormous behavioural changes for the wider social good at a scale probably not seen since WWII. This is the scale of change needed to address persistent systemic problems which injure public health such as obesity, inactivity, air pollution, climate change.

These changes have anecdotally brought a range of benefits such as better work-life balance, re-investing commuting time into productive work, less congestion meaning shorter journey times, feeling safer to cycle and walk, and finding walking in their local area pleasant as other leisure opportunities have been curtailed due to "Stay at Home" restrictions. These beneficial changes must be preserved in recovery from Covid-19.

This funding is an opportunity to make bold changes and we are sanctioned by the Department for Transport (DfT) to make quick, temporary changes to reallocate the share of road space to walking and cycling, including full and light segregation. Importantly, the DfT sanctions these changes

taking place on arterial routes and strategic corridors. The DfT describe the present period as providing a "window of opportunity" to embed walking and cycling as part of long term commuting and describe the health, air quality, and congestion benefits of doing so.

We should ensure that we are ambitious and use this opportunity to target key routes into the city centre which have persistent problems with air pollution and pollutant levels above EU health limit values.

This period will see new and inexperienced cyclists on a variety of cycle types, not all of which are designed for commuting, and may see people begin cycling who have caring responsibilities and need to make partial journeys with children. Therefore, the infrastructure design must take account of this. This is crucial to widen participation in cycling beyond confident road cyclists.

This should also have a mixed impact regarding mental health, promoting getting out and about safely for those who may have been shielding for a period of time. There needs to be consideration of those shielding or who have been unable to use outdoor space. The removal of traffic, leading to reduced noise, improved air and limiting potential conflict should assist with acclimatisation of urban environments.

**Comprehensive Health Impact Assessment being completed**

Yes       No

*Please attach health impact assessment as a supporting document below.*

**Public Health Leads has signed off the health impact(s) of this EIA**

Yes    No

**Health Lead**

**Susan Hird**

## Age

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

The provision of widened footway measures are expected to improve road safety for users and reduce road traffic casualties amongst less experienced and more vulnerable users, including adolescent and elderly groups. Improved walking networks in the core city area by removed traffic severance would also increase the independence for both older and younger people as there is a safer and more efficient form of transport that doesn't rely on the ability to drive. Government guidance has specifically requested vulnerable groups not to use public transport and the provision of these measures helps to deliver a viable alternative.

The installations of social distancing interventions in local areas are expected to make it easier for the elderly and those accompanied by young children to access shops and key services. Without these measures in place, local centres would be daunting for COVID 19 vulnerable groups and these measures are specifically designed to enable continued access during the crisis.

Better accessibility to a higher quality walking network through the city centre should improve usability for this protected characteristic group.

During the construction of the improvements, age groups reliant on walking/cycling may experience reduced accessibility as works disrupt normal routes.

Shared cycle and pedestrian routes may increase the perceived vulnerability of older and younger people using pedestrian facilities. Best practice research showed that European countries that have invested in safe cycling infrastructure (e.g. the Netherlands) have far higher levels of cycling than the UK among older people as well as lower casualty rates. The provision of the temporary cycle routes is a first step in delivering these changes on a permanent basis.

The relocation of bus services is likely to increase walking distances and gradients to city centre amenities. The bus stops are being arranged to minimise this impact and being placed as close to crossing points as possible

and routes into the Town Hall area will be designed to be as free from traffic as possible.

## Disability

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

Safe pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk (or cycle), but might feel unsafe cycling on or crossing the road.

The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities.

Improvements to the surface quality and width of footways, provision of formal crossing facilities and dropped kerbs will aid movement for wheelchair and mobility scooter users. These will be maintained within the design and build process to ensure that accessibility is retained.

Outcomes of the scheme aim to facilitate a modal shift from private car to sustainable modes which should have a positive impact on the local air quality and benefit those who suffer from or at risk to chronic illnesses.

Those with disabilities reliant on wheeled accessibility and other mobility related disabilities may temporarily experience reduced accessibility whilst construction works are ongoing. For certain trips in the city centre this may also continue throughout the closure period.

The social distancing measures require the loss of parking. Where possible, spaces will be reallocated in the local area and disabled parking will be

prioritised in this process to maintain best possible access. This may include the increase in provision at nearby Council owned off street car parks.

The proposed distance markings will be painted in contrasting colours to aid visual identification; however they will not be textured. The bus stop marking and pedestrian markers will also be painted with fading paint (expected to last 6 months) and as time continues they will become less distinguished.

The informative traffic signs will be produced to complement the physical changes/works will be produced to Department of Transport standards, therefore meeting national guidelines on approved supporting signage.

Where changes are proposed in local centres, there is the opportunity to implement changes to current parking provision, including the relocation of disabled spaces to meet current needs, or increase provision where available.

There will be changes to bus stop locations, particularly within the city centre. Advertising of the changes will be communicated using all available media and open data, allowing online journey planning tools to show the changes and integrate into these systems. Social media will also be undertaken, as well as information on the SYPTE and SCC website. There will also be city centre ambassadors and SYPTE staff to help manage the initial change in the first period of operation.

The relocation of bus stops will have an impact on accessibility for some users, distances may be shorter or longer depending on what shops, services, employment is being accessed. This will be managed as best as possible through the communications but also the designation of appropriate routing avoiding difficult surfaces and gradients, whilst also avoiding pinch points and congregation of pedestrians where social distancing maybe difficult to achieve.

## Pregnancy/Maternity

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

**Details of impact**

Installing new pedestrian crossings and improving existing crossings will increase the actual and perceived safety of the road network for this group.

Encouraging greater use of sustainable modes will help lower levels of air pollutants in the local area, benefitting health.

While works are ongoing to deliver improvements, pedestrian/pram access may be restricted.

Access to bus stops and relocation of parking may result in a higher level of severance, although it depends on end destination. Some distances may be shorter, some maybe longer depending on what shops, services, employment is being accessed.

**Carers**

**Staff**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

[Empty grey box for staff details of impact]

**Customers**

Yes  No

**Impact**

Positive  Neutral  Negative

**Level**

None  Low  Medium  High

**Details of impact**

It is possible that the proposed schemes may improve accessibility for carers and the person they are supporting. Increased accessibility through pedestrian and cycle improvements should make travel for carers easier. However, consideration needs to be given regarding the availability of carers and the that these changes may require carers to be present when previously they were not required.

While works are ongoing to deliver improvements, pedestrian/wheel chair access may be restricted.

## Cohesion

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

The social distancing measures proposed will provide Sheffield residents with the opportunity to follow the 2m social distancing guidance when in local areas. The current proposals are focused at key local centres to avoid pinch points in areas with high footfall.

The wider programme allows the opportunity for public suggestions to be considered and resources will be allocated to those locations with the best strategic fit.

The provision of cycle routes on key corridors will aim to reduce cycle conflict with other road users, including pedestrians whilst allowing them to socially distance.

## Poverty & Financial Inclusion

### Staff

Yes  No

### Impact

Positive  Neutral  Negative

### Level

None  Low  Medium  High

### Details of impact

### Customers

Yes  No

### Impact

Positive  Neutral  Negative

**Level** None Low Medium High**Details of impact**

This proposal should assist with businesses in local centres being able to open and customers to access the routes to these safely through active travel.

These changes must be at scale to encourage significant modal shift to walking and cycling particularly to major employment sites such as the City Centre and its environs, the Universities and the Hospitals, noting that the budget allocation from Government is not yet determined. At the same time the implications on public transport on our arterial corridors must be carefully considered.

**Cumulative Impact****Proposal has a cumulative impact** Yes No

<input type="radio"/> Year on Year	<input type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input checked="" type="radio"/> Other

*If yes, details of impact*

Links with other measures being implemented across the city to support social distancing due to COVID 19.

**Proposal has geographical impact across Sheffield** Yes No*If Yes, details of geographical impact across Sheffield*

Across the city footpaths and highways.

**Local Partnership Area(s) impacted** All Specific*If Specific, name of Local Partnership Area(s) impacted*



## **Action Plan and Supporting Evidence**

### **Action Plan**

Using simple, clear and accessible images and messaging to explain guidelines, with consideration for groups whose first language may not be English or where alternative formats may be required. This will be undertaken corporately through the existing COVID 19 channels. The scheme proposals will be placed online to allow access.

Signs should be placed strategically to maximise impact and will be produced in accordance with Department of Transport guidance

Information on changes will take the form of painted markings on the floor at pedestrian crossings in the city centre and bus stops across the wider city.

Marking appropriate spaces for queuing, accounting for queues and space required by neighbouring premises whilst taking security considerations into account.

Consideration of the impact of the changes to bus routes/stops and accessibility to facilities e.g. moving a bus stop a lot further from their local shops could potentially impact on ability to access them due to having to walk further.

Cycle parking will be provided in key locations around the city centre. There is a procurement exercise being undertaken to determine the type of parking to be provided. It is expected that this will be standard cycle parking without electricity connections (for ebike docking etc).

Ensure standards for new cycling and social distancing infrastructure are of sufficient quality that they will feel safe for use by all, including young children  
Identifying the most dangerous pedestrian areas (or the most congested parts of the road network) to place pedestrian crossings.

Consider areas that currently have poor accessibility and popular destinations as part of scheme prioritisation and use of existing datasets to evidence base the process.

During construction steps will be taken to minimise the impacts of works on routes by providing, where possible, additional signage and alternative routes. The scheme will be designed with this mind to enable construction to be planned appropriately.

**Supporting Evidence** (Please detail all your evidence used to support the EIA)

Department for Transport - Cycling and walking investment strategy: active travel investment models

Department for Transport Propensity to Cycle Tool

Sustrans Research – A completed review into the effectiveness of Active Travel Schemes found 61 out of 84 interventions were effective at increasing walking, cycling or physical activity. This includes 36 out of 50 walking interventions, and 41 out of 60 cycling interventions (some covered both). There is strong, substantial evidence that active travel interventions are effective at increasing walking, cycling and physical activity. Evidence is strongest for town or citywide approaches often made up of several interventions working together across a whole place. This demonstrates the achievement of a number of positive impacts of the EIA.

Bikeability research found that women tend to be less confident as cyclists. This is supported by national research which shows that safety issues are of a particular concern in relation to cycling for women.

Approximately 72% of cycling trips in the UK are made by men.

The research, published in The Lancet Respiratory Medicine journal, found that exposure to air pollutants increased the risk of babies being born weighing less than 2.5kg, and reduced average head circumference.

Air pollution has been shown to exacerbate and increase the risk of a number of respiratory and cardiopulmonary illnesses (British Medical Bulletin, 2003).

15% of disabled people actively travelled for transport in 2014 (TFL, 2015). National research shows cycling is the third most popular sport amongst disabled people with approximately 10% taking part in cycling.

## Consultation

### Consultation required

Yes  No

### If consultation is not required please state why

Temporary and Experimental Traffic Regulation Orders will be used and some temporary measures implemented without consultation due to the nature of the measures. If any of the temporary measures are to be considered as permanent then the feedback will be used to inform this.

A discussion with Disability Sheffield has been held and update to the Access Liaison Group and Transport for All has also taken place. Matters raised have been taken into account and ongoing issues will be managed through the review periods.

- Yes                       No

**Are Customers who may be affected by these proposals aware of them**

- Yes                       No

**If you have said no to either please say why**

## Summary of overall impact

### Summary of overall impact

Overall there are no significantly differential, positive or negative equality impacts from this proposal. All of the temporary measures will consider access requirements such as having appropriate ramps where there is a difference in footway level etc. and overall this should be a positive outcome for access for vulnerable users and health outcomes.

In general the impact of the scheme is anticipated to be positive for the majority of the residents of Sheffield and the wider area.

There are specific positive impacts as follows:

- Improved safety and accessibility.
- Increased independence.
- Health benefits from modal shift away from private vehicle (including air quality and active travel).

Negative impacts are as follows:

- Temporary disruption of current routes during the construction of the scheme.
- Relocation of parking from local centres
- Relocation of bus stops within the city centre

### Summary of evidence

All evidence suggests that the implementation of active travel measures encourages use and has an overall benefit.

There is limited evidence regarding social distancing, however, the implementation of these measures are in accordance with central government guidance.

No changes have been made as a result of the Equalities Impact Assessment.

Impacts on protected characteristics groups have been considered from the start of scheme development.

Overall, the proposals are expected to have a positive impact on the protected groups.

## Escalation plan

**Is there a high impact in any area?**

Yes  No

**Overall risk rating after any mitigations have been put in place**

High  Medium  Low  None

**Review Date**

06/05/2021

### Actions Taken Following the Review Date

- The closure of Pinstone Street and Leopold Street was originally planned to be a water filled barrier treatment which provided the highway width to enable safe social distancing. However, following a review, it was considered that the presence of the existing kerblines was a barrier for use by a number of protected characteristics groups. To rectify this, tarmac backfill and new kerbing has been constructed along this route to remove the previous kerb line and provide a step free walking platform along the route.
- Access to bus stops remains a key issue for users, specifically for those users that are experiencing more substantial bus route changes. In some cases, this has meant a reduction in walking distances, but for others there has been an increase. Walking routes that avoid paving changes have been incorporated into the route designation, ensuring that navigable routes are promoted.
- The shared space arrangement on Pinstone Street mixes cyclists and pedestrians. The original proposal was to introduce a segregated route for both types of movements, but given the need to retain a 3.5m width highway northbound on Pinstone Street for refuse, delivery and construction vehicles coupled with the existing hoarding line on the west side and the future hoarding line on the east side, the remaining space would not permit the introduction of a separate cycle lane. As the cycle route on Union Street is also to be impacted by the development of Mid City house, the only option was to promote a shared space. Signage has been included in the design to manage the arrangement.

- There is an ongoing mis understanding of the works and greater communication is taking place through Council media channels as to the purpose of the works. This has also been picked up through discussion with the press.
- The Broomhill Area Social Distancing has included recommendations from the Access Liaison Group to maintain disabled parking where possible. The scheme was altered to retain the two disabled bays prominently in front of the shops. During construction, two new bays were created, and these have been retained through the scheme, effectively doubling disabled parking in the area.
- The removal of all purpose parking has been raised. The closure of Pinstone Street and Division Street has led to a total removal of 3 disabled parking bays and 33 all purpose parking bays in the Division Street and Carver Street location. All other disabled parking bays in the city centre have been retained or slightly moved within a very close proximity. The disabled bays on Surrey Street, Norfolk Street, Union Street for example are all still active.
- In total there has been 36 car parking spaces removed, from over 1,500 on-street City Centre car parking spaces. It should also be noted that the demand for car parking spaces is very low and is far below the pre covid levels. Therefore, there are significant amounts of available capacity both on street and within private and Council owned car parks meaning that at the present, searching for an available parking is easier as there is less demand for the spaces.
- In addition, access to public and private off street car parking has been maintained. This has been a key requirement of the works. However, whilst works have been underway, there has been some temporary diversions in place, but access was available with signage being provided.
- Accessible channels of communication remains a key issue as the message to digitally excluded segments of society remain hard to reach. However, through discussions with key stakeholder groups, including Transport for All, Access Liaison Group, the Press and Councillors, the messages are being communicated as widely as we can within existing channels.
- Additional input from E. Chambers, J Martin and Access Liaison Group/Transport 4 All.



## Report to Overview and Scrutiny Management Committee Thursday 16<sup>th</sup> September 2021

**Report of:** Policy and Improvement Officer

**Subject:** Work Programme 2021/22: Overview and Scrutiny Management Committee

**Author of Report:** Deborah Glen, Policy and Improvement Officer  
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 0114 273 5065

The Work Programme is attached at Appendix 1 for the Committee's consideration and discussion. It aims to focus on a small number of issues which fit in with Scrutiny's role in this transitional year in terms of governance.

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

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

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

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

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

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

**Category of Report:** OPEN





OSMC 2021-22		Thursday 1 – 3pm	
Topic	Reasons for selecting topic	Lead Officer/s	Agenda Item/ Briefing paper
<b>Thursday 29<sup>th</sup> July 21</b>			
Repairs and Maintenance Service	Requested as follow up to previous work programme of the Safer and Sustainable communities committee	Nathan Rodgers	Agenda Item
Work Programme		Deborah Glen, Policy and Improvement Officer	Agenda Item
<b>Thursday 16<sup>th</sup> September 21</b>			
Pinstone Street	Requested by Members	Tom Finnegan Smith Matthew Reynolds Cllr Douglas Johnson	Agenda Item
Work Programme		Deborah Glen, Policy and Improvement Officer	Agenda Item

<b>Thursday 4<sup>th</sup> November 21</b>			
Equalities Annual Report		Adele Robinson, Equalities and Engagement Manager	Agenda Item
<b>Thursday 2<sup>nd</sup> December 21</b>			
Budget – to be confirmed, subject to budget Timetable	Annual item		Agenda Item
Work Programme		Deborah Glen, Policy & Improvement Officer	Agenda Item
<b>Thursday 17<sup>th</sup> February 22</b>			
Revenue Budget 2022/23 and Capital Programme 2022/23 Date tbc subject to budget timetable	To consider the Council's budget proposal in advance of Cabinet.		Agenda Item

Housing Repairs and Maintenance Service	Follow up from July meeting	Nathan Rodgers	Agenda Item
Work Programme		Deborah Glen, Policy and Improvement Officer	Agenda Item
<b>Thursday 17<sup>th</sup> March 22</b>			

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