



Report to Policy Committee

Author/Lead Officer of Report: *Kat Harrison, Senior Transport Planner*

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Report of: *Kate Martin, Executive Director City Futures*
Report to: *Transport, Regeneration and Climate*
Date of Decision: *14th June 2023*
Subject: *ModeshiftSTARS – Active journeys to school*

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? (2114)				
Has appropriate consultation taken place?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
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:-				
<p><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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”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></p>				

Purpose of Report:

This proposal sets out our aims of bringing together all school related Active Travel projects under one team managed by Sheffield City Council to maximise efficiency. We will use funds to enhance active travel in primary schools by commissioning external support from additional project officers to so as to deliver the ModeshiftSTARS award scheme. By expanding the current Modeshift STARS support provision for Sheffield Schools, we would be able to maintain and build on the successes and achievements of 2022 in increasing Active Travel in schools.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Policy Committee approves:

- i. The use of funding to support the continued delivery of the Active Travel in schools scheme.
- ii. An increase to the total funding for the scheme to £289,960.67.
- iii. The commissioning of additional external staff to support the delivery of the scheme at a cost of £273,460.67.

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

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: Kerry Darlow
		Legal: Richard Cannon
		Equalities & Consultation: Ed Saxton
		Climate: Jessica Rick
	<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:	<i>Kate Martin, City Futures</i>
3	Committee Chair consulted:	<i>Councillor Ben Miskell</i>
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 Committee 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: <i>Kat Harrison</i>	Job Title: <i>Senior Transport Planner</i>
	Date: 6 th June 2023	

1. PROPOSAL

- 1.1. It is proposed that the Council create a cohesive Active Travel Team to work in Sheffield Schools by increasing funding and commissioning additional external staff to be managed by SCC. The proposal will be initially funded from Sept 2023 until March 2025 (with a view to potentially extending for a further 2 years to March 2027).
- 1.2. ModeshiftSTARS is the National Sustainable Travel Accreditation award scheme for schools which is backed and funded by the Department for Transport (DfT). Sheffield City Council uses it to support its Active Travel in schools scheme. It does so by engaging and working with schools on promoting, encouraging, and enabling active journeys to school.
- 1.3. We propose to merge all delivery of Active Travel in schools under one project and expand our Sheffield ModeshiftSTARS team. Merging the projects will maximise efficiency to fully support Sheffield Schools in promoting, enabling, and encouraging active journeys to schools.
- 1.4. 2 FTE ModeshiftSTARS Officer posts will be created with contracts up to March 2025 alongside the existing part-time officer already in place. A longer-term contract will allow strategic planning and project development across the city, offering more schools the opportunity to get involved and make a difference to the number of children travelling actively to school.
- 1.5. PWLC Projects Ltd are official partners of Modeshift and are currently the only provider of project delivery staff. They have an excellent project delivery history and have successfully worked alongside the Council for the last 5 years. It is therefore proposed that the Council commission the additional staff externally (from PWLC Projects Ltd).
- 1.6. We wish to build on the success of 2022,
 - National & Regional School of the Year, Phillimore Primary School
 - LA with the most Platinum Accredited schools in the country.

2. Delivery & Costs

Staff and HR costs	Sept 2023 – Mar 2024	April 2024 – Mar 2025	
2 x FTE, and 1 x Part time (22.5-hours) STARS Officers (all term-time only)	£111,438.03	£162,022.64	£273,460.67
Officer discretionary project budget	£3000	£4000	£7000.00

SCC Project management	£3500	6000	£9500.00
Total	£117,938.03	£172,022.64	£289,960.67

- 2.1. The above figures anticipate two full time (equivalent) and 1 part time member of staff available to support schools through the ModeshiftSTARS accreditation process.
- 2.2. It is expected that the proposal will enable 80 Schools to be actively engaged per year, with an additional 3 new schools accredited each term as well as maintaining current accreditation levels of 40 schools.
- 2.3 Each officer will deliver an activity / meeting per school per half term. The Council will also re-establish and promote the 10 day Active Travel challenge in Sheffield schools. These measures will help fulfil the Council's ambitions of behavioural change/modal shift around the use of the car for the journey to school.

3. HOW DOES THIS DECISION CONTRIBUTE?

- 3.1. The Council has continued to promote schemes of this nature given the wider economic, societal, and environmental benefits.
- 3.2. Implementing schemes with these objectives contributes towards the delivery of the Sheffield City Region Transport Strategy 2018-2040 and the Council's Transport Strategy (March 2019).
- 3.3. This project is a critical element for us working towards the government's aim of 50% of all journeys in towns and cities being walked or cycled by 2030. It supports the high-quality infrastructure developments across Sheffield that help people choose to use their cars less.
- 3.4. The proposal aligns with the following Council priorities:
 - Better neighbourhoods
 - Road safety & reduction in KSIs,
 - Contribute to carbon neutral,
 - Transport Strategy – increase Active journeys to school,
 - Better health and wellbeing.
- 3.5. The strategic objectives for the project include;
 - Increase engagement and support to schools in Sheffield,
 - Increase the number of active journeys to school,
 - Increase the number of accredited schools in Sheffield,

- Improve the accreditation level of schools in Sheffield,
- Decrease the number of children driven to school,

4. HAS THERE BEEN ANY CONSULTATION?

- 4.1. There has been no official consultation, although schools and parents are widely supportive of modal shift and welcome any further support in enabling them to make this shift for their school and communities.

5. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

5.1. Equality Implications

It is considered that the project will provide positive implications for protected characteristics and well-being as listed. The objective is to provide a transport system that is ultimately increasing the level of safety, mobility, and accessibility whilst improving health by supporting more active travel movements.

5.2. Financial and Commercial Implications

- 5.21 Finance sub-committee meeting on 22nd March 2023 approved the recommendation to accept the Council as accountable body for the revenue grant offer from SYMCA of £2,856,916 as part of the City Region Sustainable Transport Settlement (CRSTS) Fund.
- 5.22 The funding will be used to design and deliver the first gateway outputs (Strategic Outline Business Case (SOBC) and Outline Business Case (OBC)) including programme level costs and other complementary activities (such as data collection, communications, training and publicity) of the transport projects identified within the South Yorkshire Mayoral Combined Authority (SYMCA) CRSTS business case submission to the Department for Transport. Subsequent communication with SYMCA has confirmed that 'active travel behavioural change' activities (which includes MODESHIFT Stars' does fall within scope of the grant.
- 5.23 Once the CRSTS revenue spend on developing schemes has been capitalised, a proportion of the CRSTS revenue fund can be recycled to fund revenue activities or develop other transport schemes within the programme. It is this approach that will enable CRSTS revenue to be used over several years to fund the activity included in this report.
- 5.24 The current CRSTS grant conditions state that SYMCA will only pay Grant to SCC against qualifying expenditure incurred within the financial years 2022/23 – 2024/25 up to the 31 March 2025. However, this is the opportunity to open conversations with SYMCA over whether

this date is still relevant for the 'recycled' elements of spend from the Grant

5.3. Legal Implications

Section 111 of the Local Government Act 1972 provides local authorities with the power to do anything (whether or not involving the expenditure, borrowing or lending of money or the acquisition or disposal of any property or rights) which is calculated to facilitate, or is conducive or incidental to, the discharge of any of their functions.

The Council is under a number of duties relevant to traffic management which the proposals in this report may be said to discharge. For example, the Transport Act 2000 ('the 2000 Act') places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on local authorities to carry out their functions to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road congestion (or other disruption to the movement of traffic) on their road network. This would include where a scheme delivers on the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.

Where relevant, the Council will assess the legal implications associated with the implementation of scheme objectives which are subject to separate decisions as and when those decisions are considered.

5.4 Climate Implications

This project has the potential to impact positively in a number of areas assessed in the climate impact assessment tool:

Transport

Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. This project aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and support local policy. This includes reducing car travel and thereby tackling areas with poor air quality, alleviating congestion, promoting public transport, and encouraging modal shifts towards active travel for short journeys. Regular surveys of mode choice are part of the work with schools to track this outcome.

Economy

The project has the potential to promote the cycling economy in Sheffield and opportunities to learn new cycling skills.

Influence

The project can have a huge influence on children, staff and families in terms of considering the impacts of their travel choices and encourages modal shift away from car use towards active travel.

Delivery of the project uses minimal resources in terms of energy and products and produces minimal waste.

6 ALTERNATIVE OPTIONS CONSIDERED

- 6.1 'Do nothing' has been considered but is not deemed appropriate.
- 6.2. Without this approval Sheffield will see a drastic reduction in resources. From September, we will go from having a team of three to a single part-time officer working on the project. This is insufficient resource to support Sheffield's 180 schools in any meaningful way. The impact of this would also include:
- a significant reduction in outputs
 - little or no activities delivered in schools.
 - a significant reduction in the number of schools engaged in the project.
 - detrimental impact on the strategic running of the project
 - unable to build on past success due to lack of resource.
 - difficulty in re-engaging with schools in the future once confidence has been lost in SCC to deliver this project.

7. REASONS FOR RECOMMENDATIONS

For the reasons outlined previously, the investment in supporting schools to promote and enable active journeys to school will ultimately help to address the ambitions of Members and delivery against the requests of the Sheffield public to improve safety on the journey to school for all.

The expected benefits from this project are multiple. Including an increase in safety, and perception of safety, enhancing environmental amenities and improving health by supporting safe active travel movements.

The programme takes advantage of utilising external funding sources where possible to deliver impactful change to the transport system, considering environmental, economic, and societal needs.

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