

SCR - OVERVIEW AND SCRUTINY COMMITTEE

MINUTES OF THE MEETING HELD ON:

THURSDAY, 23 JULY 2020 AT 1.00 PM

SHEFFIELD CITY REGION, 11 BROAD STREET WEST,
SHEFFIELD, S1 2BQ



Present:

Councillor Colin Ross (Chair)	Sheffield City Council
Councillor Allan Jones	Doncaster MBC
Councillor Penny Baker	Sheffield City Council
Councillor Dawn Dale	Sheffield City Council
Councillor Ken Richardson	Barnsley MBC

Officers in Attendance:

Dr Dave Smith	Chief Executive	SCR Executive Team
Steve Davenport	Principal Solicitor & Monitoring Officer	SCR Executive Team
Mark Lynam	Director of Transport, Housing and Infrastructure	SCR Executive Team
Colin Blackburn	Assistant Director - Housing, Infrastructure and Planning	SCR Executive Team
Karl Sample	Senior Programme Manager	SCR Executive Team
Pete Zanzottera	Active Travel Project Director	
Dame Sarah Storey	Active Travel Commissioner	SCR Executive Team
Melanie McCoole	Minute Taker - JAGU	

Apologies:

Councillor Jeff Ennis	Barnsley MBC
Councillor Peter Rippon	Sheffield City Council
Councillor Brian Steele	Rotherham MBC
Dr Ruth Adams	SCR Executive Team
Christine Marriott	SCR Executive Team

27 Welcome and Apologies

The Chair welcomed everyone to the meeting.

The meeting was inquorate, but due to the agenda items being for information/discussion only, the Members had agreed to proceed with the meeting.

Apologies for absence were noted as above.

28 **Urgent Items/Announcements**

None.

29 **Items to be Considered in the Absence of Public and Press**

None.

30 **Declarations of Interest by any Members**

None.

31 **Reports from and Questions by Members**

None.

32 **Questions from Members of the Public**

None.

33 **Minutes of the Previous Meeting Held on 3 June 2020**

RESOLVED – That the minutes of the meeting of the Committee held on 3 June 2020 be agreed as a true record.

34 **Matters Arising**

None.

35 **SCR Economic Recovery Plan**

F Kumi-Ampofo provided Members with an update on the matters arising since the last meeting in order to finalise the plan. A summary of the plan had been provided to Central Government ahead of the Chancellor's Statement. A final draft of the plan had been produced and had been endorsed at the recent SCR LEP Board meeting. The plan would be presented to the MCA meeting on 27 July 2020 for approval. Members would be provided with the final draft of the plan.

Members noted the summary of agreed interventions which related to People, Employers and Place:

- A total funding of £770m which would assist over 50,000 people to re-engage with the labour market and adapt to the new economy. The SCR jobs programme would enable work experience, apprenticeships, training, reskilling, upskilling and enable skill guarantees for young people. It would also overcome barriers for the disadvantaged i.e. childcare and other care responsibilities, digital skills, housing and transport, and to enable unemployed individuals to be matched to job opportunities.
- A total funding of £380m to support employers to adapt, survive and thrive despite the Covid-19 pandemic. This would support over 25,000 businesses and would back employers to support and deliver a

jobs-led recovery.

- A total funding of £570m for infrastructure investment to level up the economy, create jobs and transform communities to ensure flexible investments and recapitalisation, leadership support, supply chain programmes and procurement. It would enable a Covid-19 spatial adaptation to reconfigured and redevelop urban centres and principal towns, together with sustainable travel, a shovel-ready decarbonisation investment to accelerate low carbon transition, and a shovel-ready infrastructure investment with spades in the ground and cranes in the sky.

The SCR Devolution Process was currently in a near phase of completion, following which the first tranche of funding was expected to be received and the MCA powers to act as envisaged, which would be particularly important when implementing the action plan. Several Government funding announcements had been made around skills and employment, but it was unclear of the role that the combined authorities and local authorities would have; the details of which were now becoming transparent. The Government had already made announcements in relation to housing. The Chancellor was expected to attend the Houses of Parliament to read out the Comprehensive Spending Review, following which the Devolution White Paper was expected, which would take the process onto the next stage. A meeting between the MCA and the Mayor would be held today, and further engagements were ongoing regarding how to ensure the required resources.

The SCR LEP Board had approved the process to develop the implementation plans via the thematic boards. When the process had been developed, the local authority leaders, DfT members and private sector board members would meet to steer and direct the plans to ensure that the renewal action plan could be delivered. Close working continued with the Government to ensure that the required resources were in place.

Members noted that the £1.7bn required for the plan was unsecured, and that the full amount was unlikely to be achieved. Conversations were underway with the Government on the run up to the Spending Review, to discuss how to utilise existing resources, perhaps around the apprenticeship levy, and other ways that the monies could be utilised to realise the objectives.

Councillor Baker expressed capacity concerns for the local authorities who were expected to deliver the skills and education, who were already under pressure due to the Covid-19 pandemic.

F Kumi-Ampofo stated that the work was ongoing, a mapping out exercise would be undertaken regarding existing capacity across the SCR whilst not restricting to the capacity of the MCA or local authorities. Capacity would be established across the voluntary sector to understand the delivery that was currently ongoing, to ensure that the matter could be progressed as quickly as possible. In relation to People, Employers and Place, each had an allocated group of local authority officers and senior officers from the MCA to explore how it would be delivered together with the extra required resources. An update would be provided in due course.

Councillor Jones queried whether the urban town centre regeneration funding

had already been taken off from £1.7bn total. He also queried whether companies would be requested to support their aspect of the plan.

F Kumi-Ampofo referred to some of the existing funding which was within the £1.7bn whilst acknowledging that the money was potentially available through the towns funding. The funding for the urban town centre regeneration was on top of what had already been allocated. Members noted that there was almost never a case where 100% funding had been provided for the private sector, unless it had been proven beyond doubt that the applicant had no other possible recourse for funding.

Councillor Ross referred to the last Board Meeting where reference had been made to the opportunities for growth within the health care sector and education, together with the concerns raised regarding the universities that relied upon overseas income, in particularly from China, which may have been affected by the pandemic. He queried whether there was anything specific within the plan to support the universities and the potential growth areas for the health care sector and education.

F Kumi-Ampofo stated that opportunities for health care and other parts of the working group had already been addressed, to identify opportunities and to ensure that it was enabled as much as possible. Universities were a national problem. Discussions had been held with the Vice Chancellor of one of the universities regarding how to support its work. One particular university had been selected to undertake research regarding the delivery, particularly around Employers and People, or to be actively engaged in some of the employer leadership support or mentoring programmes.

Councillor Ross wished the plan well in terms of securing most of the £1.7bn. He noted the priorities list that was in place in the event that the funding did fall short of the £1.7bn to invest in training and skills.

RESOLVED – That Members noted the update.

36

SCR Energy Strategy

Members were presented with a report which provided an update on the implementation of the SCR Energy Strategy, and to provide responses to specific questions raised by the Board.

The SCR Energy Strategy had been prepared over the past 18 months and set out the ambition and direction of travel for supporting a low carbon growth economy, building energy resilience, and supporting measures to tackle both the Climate Emergency within the SCR and the transition to a low carbon economy. The SCR Infrastructure Board had overseen its preparation. The Strategy had been developed alongside the preparation of the new draft SCR Strategic Economic Plan (SEP) to ensure alignment and complementarity with the broader economic and social inclusion ambitions of the region. The SCR LEP Board had endorsed the strategy on 21 May 2020, and the MCA would consider the strategy for approval on 27 July 2020. Members noted the responses to the specific questions raised by the Board.

The next steps to implement the strategy was underway with partners and key stakeholders as part of a wider strategy for environmental sustainability and response to the Climate and Environmental Emergency. Members were referred to the £2.5bn Green Homes Grant which had been recently announced to support energy efficiency for the domestic homes.

Councillor Baker expressed concern regarding bringing forward research and delivery measures which would all take time. She queried whether a short-term strategy was in place to escalate matters quickly in order to start to make a difference now.

C Blackburn referred to some of the work that was already being implemented, particularly in relation to transport as the SCR Transport Strategy had been agreed in 2019, and the implementation plans were already in place and significant funding had now been secured through the SCR's £166m Transforming Cities Fund. Conversations were underway with transport providers regarding decarbonising the public transport network. Energise Barnsley is already delivering the UK's largest local authority and community energy solar PV programme to improve the existing housing stock and enable residents to invest. Other local authorities are also similarly improving the energy efficiency of their housing stock.

There had been a recent Government announcement of £40m devolved to the SCR for brownfield housing and work was underway with housing directors and the SCR Housing Board with a view to accelerating the development of high quality sustainable homes within the next 2-5 years.

Councillor Jones queried how the £2.5bn allocated for housing would be distributed.

C Blackburn stated that the recent Government announcement had indicated that this would be made available via a voucher scheme through a Government website. Households would likely be able to input information regarding their home and be provided with advice on the required measures to improve their home efficiency, together with a list of local suppliers who could install energy efficiency improvements. The voucher would be up to the value of £5k per household, and the household was expected to invest one third of the amount. In relation to households within areas of deprivation, the Government had indicated that the voucher could be up to 100% of the contribution up to a maximum of £10,000.

Councillor Jones queried whether any influence could be made to provide funding to local planning authorities for support higher energy performance of buildings in their areas.

C Blackburn highlighted that this was already being undertaken through working with the local planning authorities to review their planning policies and provide a more supportive planning framework for improving housing energy efficiency standards. The MCA would likely be including minimum quality standards in the investments it makes in new and existing housing across the SCR. He reassured Members that in looking forward to future investments, it was the intention to improve the housing stock and to raise the bar in terms of

quality and the energy efficiency of all buildings.

Councillor Jones referred to the consultants that had been used during the process together with the capability and capacity to look at alternative building methods to increase housing quality. He referred to other countries which had installed triple glazing windows within houses as standard. He queried whether research could be undertaken by the universities on the different methods of building to provide greater efficiency.

C Blackburn commented that the criteria for the Green Homes Grant to be launched later in the year is not yet available. However, in relation to improving buildings and better technologies, the AMRC and Universities in the SCR were already pioneering work with modular building to ascertain how buildings could be built to a better standard at less cost. Discussions were underway with local authorities around opportunities for aggregation in terms of supporting Modern Methods of Construction (MMC) homes.

Councillor Ross queried whether the development of renewables and electrical vehicle manufacturers such as Magtec were supported.

K Sample stated that detailed discussions with Magtec had not yet taken place, but work was underway with the measures to roll out Electric Vehicle charge points across the SCR. A total of £2.6m had been allocated for this purpose , which would provide for over 200 charge points in key locations across the SCR. Engagement could be made with a number of other electrical vehicle manufacturers moving forwards. Members were referred to the very ambitious targets within the Energy Strategy for renewables.

RESOLVED – That the Board noted:

- i) The next steps in delivering the SCR Energy Strategy.**
- ii) The comments received on the issues raised within the report.**

37

Active Travel Plan

Members were presented with a report which provided an overview of the Sheffield City Region Active Travel Plan (ATIP) and how its work programme and outcomes would be achieved. The ATIP outlined the requirements from the active travel network to achieve the goals, policies and success criteria outlined within the Transport Strategy and the Mayor's Vision for Transport. This would enable aspirational journey time targets to be delivered and to achieve the 21% and 350% increase in walking and cycling. Currently there was not an SCR defined city region-wide cycle route network in place. There was a mapped cycle route network for each of the four local authorities, which were each delivered to a different standard and did not always meet the inclusive standards required to enable large scale modal shift to active travel.

The ATIP had been adopted by the MCA on 1 June 2020. Members recalled that upon the election of Mayor Dan Jarvis, he had made active travel a large priority of the overall transport priorities. Dame Sarah Storey had been appointed in April 2019, as the region's first Active Travel Commissioner. Close

working had been undertaken to develop an implementation plan, to which P Zanzottera was the Project Director within the MCA. The implementation plan sat alongside other implementation plans as part of the overall strategy which had been adopted a few years ago. It had always been the intention to produce four implementation plans for roads, rail, active travel and public transport. The rail implementation plan had been adopted in the summer of 2019 and the active travel implementation plan had also been adopted. The critical mapping was the 2040 ambition which set out the long-term aspirations for a comprehensive active travel network across South Yorkshire.

Dame Storey referred to the close working undertaken with the local authority Leaders to create the implementation plan which had been scheduled to be adopted on 23 March 2020; this had been delayed due to the Covid-19 lockdown but had since been adopted. A total of £166m was available through the Transforming Cities Fund (TCF) of which 50% was allocated for active travel. Work was underway with the local authorities to identify specifics of those schemes, to form part of the second tranche of funding. Dame Storey and P Zanzottera had created a new set of standards regarding the way to produce the infrastructure for active travel, and it was expected that the Government would adopt almost all of those standards. A new route on Bennethorpe in Doncaster has been built to the new standards and included consultation with the local blind & partially sighted society and deaf school, to ensure that those accessibility needs were included within the whole scheme. Over the next 9-month period, Dame Storey hoped to observe the creation of a pipeline of schemes created in order to be prepared for further tranches of funding. Currently work was underway on the Emergency Active Travel Fund which supplemented the TCF. Some support with soft measures were underway for behavioural change with schools, businesses and the public to ensure that people were aware of the benefits of active travel and how to build it into their daily lives. The schemes would be monitored and evaluated in order to maximise any opportunities.

P Zanzottera stated that the key element was to develop the pipeline to provide for a set of schemes that already had at least the strategic business case and an idea of costings, which could be accelerated once the funding was made available. In relation to monitoring and evaluation, it was recognised that within the document, many problems had been posed in relation to health and equality etc. and that active travel did not generate the appropriate statistics. A request would be made for both consultancies and universities to make a pitch on how this could be monitored and evaluated, with a view to them presenting the Year 1 Review. It would be proposed to use this as a template to produce an annual statement to identify what had been achieved in relation to active travel, and to identify the outcomes and how they had been achieved.

In relation to Objective 5, Councillor Ross queried whether the communities for co-developed plans could help to avoid the situation with the emerging implementation and the controversial reallocating of road spacing within Sheffield.

Dame Storey stated that it was the intention to involve the communities in the process. The Emergency Active Travel Fund was an ongoing consultation. A recent study had indicated that 77% of people across the UK wanted to see

some form of improvements made, but unfortunately it was the smallest minority within the communities which had made the loudest impact.

Councillor Jones had observed an increase in bicycle usage over the past 6-month period than ever before, and the need for people to be able to travel safely on their bicycles. He referred to a local scheme which had been supported by Sustrans, to install a bridge over the East Coast Mainline. He wanted to ensure that part of the scheme did not go back onto the local highway, and he queried how the process could be supported.

P Zanzottera referred to the City Connect Programme in West Yorkshire, where such a bridge had been installed specifically to link up the greenways. Dame Storey and himself had discussed that there would be some major pieces of infrastructure required. Off-road developments were more difficult due to the landownership. He requested further details of the scheme from Councillor Jones. Councillor Jones would complete the online form.

Councillor Jones suggested that it would be helpful for P Zanzottera and Dame Storey to partake in a discussion with DMBC's full council in relation to the scheme. It was important that communities were completely aware of the capacity to be involved in such schemes, which was not fully apparent at this time.

Councillor Baker expressed concerns about matters that were progressed too quickly, and that it was very important that everything undertaken should be sustainable. Careful thought was required to allow cycles, mobility scooters and adult tricycles who would all need access, as well as other forms of transportation. She was also concerned about a number of schemes that had been implemented without consideration of what was around them.

Dame Storey was working closely with the Neighbourhood North West Sheffield Policing Team due to the concern that some of the roads in the area were unsafe for cyclists, due to the behaviour of a minority of drivers. SYP had started a closed pass campaign and progress was being made.

Councillor Baker stated that since the Covid-19 pandemic, there had been major issues regarding the number of cyclists travelling on footpaths which was unsuitable for them. There was an opportunity for safe cycling and safe travelling to be made available for everyone. She made a plea that there were individuals who were unable to use cycles of any type, and the need to make space for individuals to be able to push wheelchairs.

Dame Storey reported that recruitment would be made for a Wheels for All Coordinator for SCR, to be initially based at the Doncaster Dome but would also be working within the other four districts (including the existing Cycling for All scheme in Hillsborough Park in Sheffield. She referred to the adapted wheelchairs which had front loading, to which the person assisting the wheelchair user would be able to utilise a very specially adapted bike, which would enable the individual to experience cycling; with the ambition to provide infrastructure to enable them the freedom to undertake utility journeys.

Councillor Ross gave thanks for the top 10 crucial challenges that were

highlighted within the report. He referred to the clear impact of Covid-19 which had occurred since the drafting of the plan, which he considered was an opportunity to promote active travel. He considered that if the school run, which was a prime example of short journeys taken by car, could be focused upon, it would help to promote the habit of walking or cycling to schools.

Dame Storey stated that they were very aware of the issues of walking to school. A move was underway to promote walking to school during COVID-19 recovery with the intention to publicise that where possible that everyone should make the final 10-minute journey to school by foot. A Schools Active Travel Team met to try to resolve the challenges coming through and to ensure that there was not a potential grid lock when schools resumed in September 2020.

RESOLVED - That Members noted the contents of the plan and brought forward questions.

38 **Additional Meeting Date - Bus Review Report**

Following a Bus Review Workshop that had been held on 9 July 2020, Members had been keen to call the Bus Review into further scrutiny.

RESOLVED – That an additional virtual meeting to discuss the Bus Review Report would be held on Thursday 24 September at 2.00 pm.

I, the undersigned, confirm that this is a true and accurate record of the meeting.

Signed

Name

Position

Date