

## **OVERVIEW AND SCRUTINY MANAGEMENT BOARD**

**Date and Time :-** Wednesday 19 January 2022 at 11.00 a.m.  
**Venue:-** Rotherham Town Hall, Moorgate Street, Rotherham.  
**Membership:-** Councillors Clark (Chair), Barley (Vice-Chair), Baker-Rogers, Baum-Dixon, Burnett, A Carter, Cooksey, Elliott, Hoddinott, Pitchley, Wyatt and Yasseen.

This meeting will be webcast live and will be available to view [via the Council's website](#). The items which will be discussed are described on the agenda below and there are reports attached which give more details.

Rotherham Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair or Governance Advisor of their intentions prior to the meeting.

### **AGENDA**

#### **1. Apologies for Absence**

To receive the apologies of any Member who is unable to attend the meeting.

#### **2. Declarations of Interest**

To receive declarations of interest from Members in respect of items listed on the agenda.

#### **3. Questions from Members of the Public and the Press**

To receive questions relating to items of business on the agenda from members of the public or press who are present at the meeting.

#### **4. Exclusion of the Press and Public**

To consider whether the press and public should be excluded from the meeting during consideration of any part of the agenda.

### **Items for Pre-Decision Scrutiny**

In accordance with the outcome of the Governance Review in 2016, the following items are submitted for pre-scrutiny ahead of the Cabinet meeting on 24 January 2022. Members of the Overview and Scrutiny Management Board are invited to comment and make recommendations on the proposals contained within the report.

**5. November 2021 Financial Monitoring (Pages 5 - 33)**

Cabinet Portfolio: - Corporate Services, Community Safety and Finance

Strategic Directorate: - Finance and Customer Services

**6. Rotherham Cycling Strategy (2021) (Pages 35 - 93)**

Cabinet Portfolio: - Transport and Environment

Strategic Directorate: - Regeneration and Environment

**7. Towns and Villages Fund (Pages 95 - 116)**

Cabinet Portfolio: - Deputy Leader and Cabinet Member for Neighbourhood Working

Strategic Directorate: - Regeneration and Environment

**For Discussion/Decision:-**

**8. Outcomes from the Health Select Commission sub-group on Community Hubs (Pages 117 - 121)**

**9. Outcomes from the Improving Lives Selection Commission sub-group on Post-CSE Support (Pages 123 - 144)**

**10. Outcomes from the Health Select Commission sub-group on Young Carers (Pages 145 - 150)**

**11. Outcomes from the Improving Places Select Commission sub-group on External Funding (Pages 151 - 155)**

**For Information/Monitoring:-**

**12. Forward Plan of Key Decisions - 1 January - 31 March 2022 (Pages 157 - 164)**

To review and identify items for pre-decision scrutiny from the Forward Plan of Key Decisions covering the period from 1 January - 31 March 2022.

**13. Work Programme (Pages 165 - 182)**

To consider the Board's Work Programme.

**14. Urgent Business**

To determine any item which the Chair is of the opinion should be considered as a matter of urgency.

**15. Date and time of next meeting**

The next meeting of the Overview and Scrutiny Management Board will be held on Thursday 27 January 2022 at 11am at Rotherham Town Hall.

A handwritten signature in black ink that reads "Sharon Kemp." The signature is written in a cursive, flowing style.

SHARON KEMP,  
**Chief Executive.**

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**Committee Name and Date of Committee Meeting**

Cabinet – 24 January 2022

**Report Title**

November Financial Monitoring 2021/22

**Is this a Key Decision and has it been included on the Forward Plan?**

Yes

**Strategic Director Approving Submission of the Report**

Judith Badger, Strategic Director of Finance and Customer Services

**Report Author(s)**

Rob Mahon, Head of Corporate Finance  
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**Ward(s) Affected**

Borough-Wide

**Report Summary**

The report sets out the financial position as at the end of November 2021 and is based on actual costs and income for the first eight months of 2021/22 and forecast for the remainder of the financial year. Financial performance is a key element within the assessment of the Council's overall performance framework and is essential to achievement of the objectives within the Council's Policy Agenda. To that end, this is the fourth financial monitoring report of a series of monitoring reports for the current financial year which will continue to be brought forward to Cabinet on a regular basis.

As at November 2021, the Council currently expects to deliver the overall outturn within budget for the financial year 2021/22. Whilst the Directorates have a forecast year-end overspend of £8.5m on the General Fund, this is mitigated by the government's provision of COVID-19 emergency support grant and Sales, Fees and Charges Income Compensation. However, it should be noted that the longer term impacts of Covid-19, public health measures and the pace at which services can return to normal is unknown. This is further exacerbated by current uncertainties brought about by the Omicron variant that may lead to further financial implications for the Council.

## **Recommendations**

That Cabinet:

1. Note the current General Fund Revenue Budget forecast of a balanced budget.
2. Note that actions will continue to be taken to ensure that a balanced financial outturn is delivered.
3. Note the Capital Programme update.
4. Note the officer delegated decisions taken by the Strategic Director of Adult Care, Housing and Public Health, as detailed in sections 2.45 to 2.58 of the report.
5. Note Governments base criteria for the new business support scheme, Omicron Hospitality and Leisure Grant, as detailed in sections 2.59 to 2.65 and that the Council will administer the scheme in line with Government guidance.
6. Note Governments announcement of a further top up to the Additional Restrictions Grant (ARG), a discretionary grant to provide support packages to businesses impacted by the continuing pandemic, and that schemes will be approved via the South Yorkshire Mayoral Combined Authority (SYMCA), as detailed in sections 2.66 to 2.68.
7. Note Governments base criteria for the Covid Additional Relief Fund (CARF), a discretionary fund to provide business rates relief to businesses impacted by the continuing pandemic, as detailed in sections 2.69 to 2.72 and that proposals for the scheme will be developed and recommended to Cabinet in February.

## **List of Appendices Included**

*Appendix 1 Equalities Impact Assessment*

*Appendix 2 Carbon Impact Assessment*

## **Background Papers**

Budget and Council Tax 2021/22 Report to Council on 3<sup>rd</sup> March 2021

May 2021/22 Financial Monitoring Report to Cabinet on 19<sup>th</sup> July 2021

July 2021/22 Financial Monitoring Report to Cabinet on 20<sup>th</sup> September 2021

September 2021/22 Financial Monitoring Report to Cabinet on 22<sup>nd</sup> November 2021

## **Consideration by any other Council Committee, Scrutiny or Advisory Panel**

No

## **Council Approval Required**

No

## **Exempt from the Press and Public**

No

## November Financial Monitoring 2021/22

### 1. Background

- 1.1 As part of its performance and control framework the Council is required to produce regular and timely reports for the Strategic Leadership Team and Cabinet to keep them informed of financial performance so that, where necessary, actions can be agreed and implemented to bring expenditure in line with the approved budget for the financial year.
- 1.2 Delivery of the Council's Revenue Budget, Medium Term Financial Strategy (MTFS) and Capital Programme within the parameters agreed by Council is essential if the Council's objectives are to be achieved. Financial performance is a key element within the assessment of the Council's overall performance framework.
- 1.3 This report is the fourth in a series of financial monitoring reports to Cabinet for 2021/22, setting out the projected year-end revenue budget financial position in light of actual costs and income for the first eight months of the financial year.

### 2. Key Issues

- 2.1 Table 1 below shows, by Directorate, the summary forecast revenue outturn position.

**Table 1: Forecast Revenue Outturn 2021/22 as at November 2021**

Directorate	Budget 2020/21 £m	Forecast Outturn 2020/21 £m	Forecast Variance over/ under (-) £m
Children and Young People's Services	63.4	70.6	7.2
Adult Care, Housing & Public Health	87.1	84.2	-2.9
Regeneration and Environment Services	45.3	49.4	4.1
Finance and Customer Services	18.8	18.5	-0.3
Assistant Chief Executive	7.2	6.8	-0.4
Central Services	13.9	14.7	0.8
<b>Directorate Forecast Outturn</b>	<b>235.7</b>	<b>244.2</b>	<b>8.5</b>
Covid-19 support grant			-8.1
Sales, Fees and Charges Income Compensation Claims			-0.4
<b>Net Forecast Outturn</b>			<b>0.0</b>
Dedicated Schools Grant			0.8
Housing Revenue Account (HRA)			-0.6

2.2 The Council's overspend position (excluding government's COVID-19 support grants) at this point is largely due to three overall issues:

- Financial implications as a result of COVID-19 and the Council's response to the pandemic.
- Delayed delivery of savings plans as a result of COVID-19.
- Placement pressures within Children and Young People's Services

As at November 2021, the Directorate forecast overspend of £8.5m is mitigated by the Government's provision of emergency funding to support the COVID-19 response. Whilst some elements of the current forecast overspend aren't directly linked to Covid-19 pressures (CYPS placements), there are Covid-19 pressures/costs within budgeted services, that the Council can use Covid emergency funding to support.

2.3 Government has provided the Council with £8.3m emergency funding for the financial impacts during 2021/22. The Council also carried forward within the Covid grants reserve £5.3m of emergency support funding from 2020/21, to be used to support the longer-term financial impacts of Covid-19. If needed, this will be used in 2021/22 or held in reserve for financial pressures over the longer term. This allows £13.6m to be used to support financial pressures in relation to Covid 19 during 2021/22. As such the Council is forecasting the use of £8.1m at present, to support the Council's forecast outturn position, leaving £5.5m to mitigate any further pressures that occur during the year. At this point the longer-term financial impact on the Council of Covid-19 remains uncertain. In addition, the new Omicron variant could present the Council with further financial challenges.

2.4 In addition to the emergency funding support, Government has confirmed that the co-payment mechanism for irrecoverable Sales, Fees and Charges income, with the Government covering 75% of losses beyond 5% of planned income, will continue for quarter 1, 2021/22. This scheme will provide the Council with additional grant to support irrecoverable income losses on sales, fees and charges income. The Council has now submitted the claim for SFC quarter 1, 2021/22, a claim of £428k. This funding will be added to the use of £8.1m of emergency funding to enable the Council to deliver a balanced budget position as at the financial outturn 2021/22.

2.5 Within previous financial monitoring reports the Council has provided an update on the Covid-19 grants available for 2021/22. These grants taken together with the specific Covid-19 Grants Reserve carried forward from 2020/21, of £27.4m, place the Council in a constructive position to manage the ongoing financial impacts of Covid-19. However, it should be noted that some of these grants are specific and targeted towards specific costs, such as the Section 31 grant to cover the impact of business rates relief. In addition, the ongoing longer term financial implications of Covid-19 remain uncertain, as government restrictions continue, this uncertainty will remain.

2.6 The forecast position will continue to be monitored closely and mitigations identified to ensure a balanced outturn position can be delivered. As indicated, it is anticipated at present that the Council will be able to deliver a balanced outturn



position, despite the risk of additional cost pressures that may arise as a result of continuing Covid impact.

- 2.7 The Budget and Council Tax Report 2021/22 noted that £18.1m of agreed budget savings and cost reductions were required to be delivered across the medium term. As per the Medium Term Financial Strategy (MTFS) update to Cabinet on 20th December 2021 the Council remains confident that the remaining savings will be achieved, but over a longer timeframe, most of them by the end of 2024/25. A further £2m savings is being delivered in 2021/22 and £11.5m is profiled for delivery from 2022/23 in the updated MTFS. The shortfall is mostly mitigated by additional Corporate savings from Treasury Management.

The following sections provide further information regarding the Councils forecast outturn of £8.5m, before taking account of the COVID grant, the key reasons for forecast under or overspends within Directorates, and the progress of savings delivery.

**2.8 Children and Young People Services Directorate (£7.2m forecast overspend)**

- 2.9 Children & Young People Services continue to implement the budget recovery plan with budget savings on track for staffing and therapeutic savings, but placement pressures mean only £1.5m of the £3.6m savings are currently forecast to be achieved in 2021/22. CYPS are developing an updated action plan to enable the delivery of the remaining CYPS agreed savings over the period of the Medium Term Financial Strategy (MTFS), as reflected within the Councils updated MTFS report to Cabinet in December 2021.

- 2.10 The budget pressure at the end of November is a £7.2m projected overspend. In the main the pressures relate to demands on residential & emergency placement spend that is also impacting the delivery of planned savings for 2021/22. The budget position includes additional cost pressures due to the COVID pandemic which are estimated at £1.8m (£1.5m placements and £300k reduced income) and Stovewood costs linked to CYPS, that are expected to be around £6m for 2021/22.

- 2.11 The Looked After Children number of 571 is ahead of the budget profile of 576 for this period, a reduction of 5 placements. However, the placement mix is showing higher than projected placements in high costs settings for residential (23), emergency (3), Independent Fostering Agencies (20), offset by in-house fostering (44) Parent & Baby (1), in-house residential (2) and no cost placements (4).

- 2.12 The direct employee budget is £36.3m and is a combination of general fund, traded and grant funded services. The projected overspend at the end of November is £244k, which includes a general fund projected underspend of £80k and additional spend of £324k against DSG and new grant funding.

- 2.13 The staffing general fund projected underspend of £80k relates to staffing savings in Early Help offset by pressures in Children's Social Care (due to agency workers), District Wide (mainly Safeguarding) and Commissioning, Performance.

Education staffing pressures relate to DSG and traded services. At the end of November there were 16.4 agency workers across children's social care to support service requirements.

- 2.14 The staffing budget reflects the work undertaken to date on delivery of the Early Help and Social Care Pathways savings proposals and other staff savings across the CYPS directorate.
- 2.15 A significant element of the CYPS non-pay budget relates to placements which has a net budget of £32.7m with a current projected spend of £39.2m, a projected overspend of £6.5m.
- 2.16 The £6.5m adverse projection relates in the main to £4.9m on residential placements, £1.7m in emergency and £0.1m on Mother and Baby placements. In fostering there are £0.6m pressures on IFA placements due to numbers above the budget profile, offset by £0.8m savings in-house fostering due to numbers being lower than budget projections.
- 2.17 The other major budget pressures across the service relate to Transport pressures, £400k, a projected overspend on Section 17 budgets, £200k, and reduced income due to Covid for Crowden, Rockingham & fees which equates to £200k.

#### **Dedicated Schools Grant**

- 2.18 The High Needs Block (HNB) is £45.2m (including the £3.0m transfer from the schools block) and demand remains high due to rising numbers of children supported in specialist provision and the rising costs of Education Health Care (EHC) plans.
- 2.19 The Council is working with the DfE as part of the Safety Valve Intervention Programme which is provided to support local authorities which have large DSG deficits. The work with DfE on the Programme aims to achieve a mutually agreeable solution to eliminating the Council's DSG deficit and to secure a sustainable DSG position going forward.
- 2.20 The High Needs Budget is based on the DSG recovery plan and includes anticipated growth on EHC numbers and the implementation of new developments linked to the SEND Sufficiency Strategy. The latest budget position is a £755k projected overspend, with no movement in the overall projection since July. The pressures reflect growth for special school and Independent Sector placements for the new academic year and pressures on Inclusion Services. Both the Early Years and the Schools' Block are also expected to be broadly in line with allocations in 2021/22.
- 2.21 The key areas of focus to reduce High Needs Block spend are:
  - A review of high cost, external education provision to reduce spend and move children back into Rotherham educational provision.
  - Increase SEN provision in Rotherham linked to mainstream schools and academies, with further capacity becoming operational by the end of 2021/22.

- Work with schools and academies to maintain pupils in mainstream settings wherever possible.
- A review of inclusion services provided by the Council

**Adult Care, Housing and Public Health (£2.9m forecast underspend)**

- 2.22 The overall Directorate forecast is an underspend of £2.9m on general fund services: Adult Care (£2.4m); Housing (£91k) and Public Health (£460k).
- 2.23 Included within the forecast is the Covid-19 impact for the service. COVID-19 is estimated to have a net cost impact of £2.3m during 2021/22. This includes: £400k for personal protective equipment; £1.3m due to delays in achieving planned cost reduction and costs of transformation; £0.8m of placement costs due to the extension of the NHS discharge scheme (additional demand) and £600k of staffing and other costs. Forecast additional NHS income for people discharged from hospital £0.8m, to support the hospital discharge process during the pandemic, reduces the net Covid-19 cost.
- 2.24 Excluding the cost of COVID-19, the cost of care packages is forecast to be a net £3.8m underspend. This is due to savings on transforming care £620k and reductions in the number of older people placements of £3m although Covid related placements are likely to be ongoing once temporary funding ceases. Across Mental Health packages, Physical and Sensory disability services and Learning disability placements there is a net saving of £205k. Care packages have therefore, seen a reduction of just under £1.4m since the last report due to increased Health income for clients being agreed and backdated, as well as lower than anticipated take up of some services restarting following partial closure due to the pandemic (0.9m). In addition, forecast price pressures of £525k are no longer expected this financial year.
- 2.25 The overall forecast for Adult Care includes anticipated support from the Better Care Fund subject to final agreement with partners.
- 2.26 Neighbourhood Services' (Housing) is forecast to underspend by £91k. Additional income from furnished homes is offset by £509k of pressures due to the increased cost of temporary accommodation.
- 2.27 Public Health is forecast to underspend by £460k. The NHS Health Check programme (£250k) has been paused through the pandemic to reduce the risk from face-to-face contact and support the capacity issues in primary care. The remainder is due to underspends on several demand-led services.

**Regeneration and Environment Directorate (£4.1m forecast overspend)**

- 2.28 The latest outturn projection for the Directorate remains unchanged from the November Cabinet report forecast pressure of £4.1m for this financial year. However, within this stable position there are variances from the last reported position within individual Services. Income improvements have continued, particularly in Culture Sport and Tourism, following the relaxation of lockdown restrictions in July, however, it is not clear how much further progress will be made to reach the income levels of the past. In addition, it remains to be seen if

the underlying structural pressures will remain after the end of the pandemic e.g. in Waste Services and Parking. The forecast outturn projection includes the following specific budget issues:

- 2.29 Community Safety and Street Scene (CSS) is reporting an overall pressure of £2.5m, a small improvement of £100k from the last reported position. The most significant pressure continues to be in respect of Transport (£1.8m). Pressures continue in Home to School Transport (£1.3m), where at first, social distancing requirements have limited the ability to make savings but also the start of school in September brought increased demand as the number of new eligible passengers, exceeded those no longer requiring support with transport. In addition, fewer contractors in the market have meant that prices have increased. Engagement continues with CYPS to maximise savings opportunities using improved cost data analysis to support plans to implement lower cost routes. Cost pressures amounting to £346k remain forecast in Corporate Transport (Fleet Management and Vehicle Maintenance). Plans are in place to improve the efficiency of the service, but it will take time for arrangements to be reset then embed in.
- 2.30 Waste Management is forecasting an overspend of £492k, an improvement of £0.2m from November's reported position. Household waste tonnages continue to be above trend, however, the Service is seeing an improvement in recycling income, as the market begins to stabilise. Network Management is reporting a pressure of £285k, due to an ongoing pressure in Parking Services. Lockdown restrictions led to a reduction in income, however, the continuing impact on town centre footfall also plays a part in collecting less parking charges. Temporary savings in the Community Safety and Regulation budget have been generated due to staff turnover and the use of COMF funding to support service delivery, this is partly mitigating the pressures within CSS.
- 2.31 Culture Sport and Tourism (CST) has been significantly impacted by Covid restrictions earlier in the year, income earning services saw reduced takings and there has been slow recovery following those restrictions being lifted. As a result, CST is reporting an overall pressure of £537k, an improvement of £278k from the November reported figure. Leisure sites, green spaces and country parks are key income earners for R&E but the rate of recovery in income is slow. The income shortfalls at Rother Valley Country Park, Waleswood Caravan Park and other green spaces are forecast to be £649k this year. The Theatre has a forecast net £69k loss, following the Council decision to keep the facility closed until the Autumn, it is uncertain if sales can improve on this following the Theatre's September re-opening. Libraries costs are forecast to be less than planned, (£212k), which is due to the difficulty in recruiting to vacant posts. In addition, income pressures in the Music Service and Heritage Services, as a result of the restrictions, make up the balance of the pressure in CST.
- 2.32 Planning Regeneration and Transport (PRT) is forecasting an overall pressure of £1.1m, a worsening of £0.4m. The major pressure is in Asset Management, with a forecast overspend of £744k. The pressures include income under recovery in Building Consultancy and Estates. Pressures in Facilities Management include additional repairs and maintenance expenditure, fixtures and fittings and covid

related costs. These pressures are being partly mitigated by utility savings, as the result of the reduced use of buildings.

- 2.33 A pressure of £214k is being reported in respect of Facilities Services, due to Covid response related costs, agency costs, PPE and lost income and inflationary pressures on food prices. A pressure of £114k continues to be forecast on Markets arising from the number of void stalls and the ongoing difficult trading conditions. However, grant income and lower than expected costs in the wider service (-£53k) has helped mitigate the Markets service pressure. The pressure in Transportation is £65k, there are a high number of vacancies due to difficulties recruiting, particularly to high skilled engineering roles, so fewer fee earning staff are in post consequently less than planned income is recovered.
- 2.34 Progress on delivering outstanding revenue budget savings within the Directorate continues into 2021/22. Revenue budget pressures currently reflect that the time taken to deliver Transport savings and demand pressures make delivering savings a challenge. However, £500k has been delivered within Property Services and work continues to progress delivery across the remaining savings.

#### **Finance and Customer Services (£0.345k forecast underspend)**

- 2.35 The overall Directorate is reporting a £0.345k forecast underspend. Whilst there are some financial pressures within the directorate, as detailed below, the service will make savings on ICT Contracts and Legal disbursements to mitigate these financial pressures and deliver a £0.345k underspend. The current service forecast suggests potentially a greater underspend than this but there are risks within that forecast position hence a moderate forecast underspend currently being reported. These risks relate in the main to technical adjustments for bad debt provision on Housing Benefits, an area that can fluctuate significantly.
- 2.36 Within Customer, Information and Digital Services (CIDS), following a review of the service provision and the loss-making position it was in, the Schools Connect Trading service was ceased. This improved the financial position through the reduction in staffing. However, the service still holds a budget pressure of £126k reflecting the income that would have been generated when this traded service was viable. CIDS will need to identify savings within the wider service provision, in order to free up budget to remove the Schools Connect budget pressure completely and this consideration is underway in order to ensure an achievable budget is set in 2022/23. The service also has a pressure within the corporate mail and print service following a centralisation of print services, the print service had an income shortfall of £100k. Following the changes to ways of working as a result of the pandemic, the service has seen a significant reduction in print costs that is mitigating this income shortfall. Now the budgets have been centralised the service are better placed to control print usage and implement a strategy to minimise print whilst promoting digitalised service provision. The service has incurred difficulties with recruitment which has further increased the Directorates forecast underspend.

- 2.37 Legal Services faces continued demand for legal support with child protection hearings and court case costs relating to Looked After Children. However, reduced costs of legal disbursements and difficulties in recruiting to key posts, in particular within Adult Social Care legal support, are currently resulting in a forecast £472k underspend. However, the number of cases during the year remains volatile and will continue to be monitored closely.

**Assistant Chief Executive (£0.404k forecast underspend)**

- 2.38 The service is currently able to forecast a £404k underspend, in the main due to carrying a number of vacant posts within the HR service, whilst a review of service requirements was finalised and wider vacancies within the directorate as a result of staff turnover and challenges with recruitment.

**Central Services (£757k forecast overspend)**

- 2.39 There are agreed savings to be delivered from Central Services as the £800k customer services saving to be delivered from Regeneration and Environment Services has been budgeted for here. This saving will not be delivered in full this year, with a forecast delivery of £100k, however to date £43k of the saving has been delivered in the current year, with a further £24k secured for 2022/23.
- 2.40 A number of general efficiencies on centrally managed budgets are anticipated to mitigate the current forecast overspend by the end of the financial year, this position will be kept under review and updated in future Financial Monitoring reports. The Council has £13.6m of emergency support funding available to support the 2021/22 financial outturn. Whilst in the table in section 2.1, an element of this grant is shown below the Directorate position, to net off the overall overspend, at the year end this grant will be applied to Central Services, as was the approach in 2020/21.
- 2.41 The Central Services budgets are made up of a number of corporate budgets for levies and charges such as the Integrated Transport Levy (ITA), PFI Financing, and Treasury Management. A list of the main budget areas within Central Services was provided as part of the Council's Budget and Council Tax Report 2021/22, approved at Council 3rd March 2021. The costs within this area are largely fixed costs, set out prior to the start of a financial year, not specific to a particular Directorate and are therefore not controllable by the Directorates and thus held centrally. For example, the cost of levies for 2021/22 was set at £11.8m at the outset of 2021/22.

**Housing Revenue Account (HRA)**

- 2.42 The Housing Revenue Account is a statutory ring-fenced account that the Council has to maintain in respect of the income and expenditure incurred in relation to its council dwellings and associated assets. The HRA is currently forecast to underspend by £592k before transfer from reserves.
- 2.43 There is a forecast underachievement of income (£204k) which mainly relates to: the closure of Communal Facilities due to COVID-19, reduced garage rents and lower income from interest on balances. There is a forecast overspend within

Supervision and Management (£318k) due to increased ICT and central services costs. Interest on loans is forecast to be £324k underspent and the provision for bad debt is expected to reduce saving £233k. Other small variances total £63k. R&M is forecast to underspend by £620k due to delays to works which will be completed in the new financial year.

- 2.44 The HRA budget includes a revenue contribution to capital expenditure of £6.5m (which is forecast to budget at this stage) plus a contribution from the HRA reserve of £2.2m to balance the overall budget. The transfer from reserve is forecast at £1.6m to reflect the forecast underspend which will bring the HRA back to a balanced position.

### **Infection Control, Rapid Testing and Vaccination Fund(s)**

- 2.45 On the 21 October 2021, the Department of Health and Social Care (DHSC) announced what they are calling Infection Control and Testing Fund, round 3. This includes round 4 of the Rapid Test Fund element and a new Vaccination Fund element. The Fund covers the period 1 October 2021 to 31 March 2022 and will provide an additional £388 million to support Adult Social Care. The Council has been allocated £117,469 from the Vaccination Fund element and £1,142,976 from the Infection Control Fund.
- 2.46 The two grants do have some distinctions in how the monies are to be distributed. Both parts of the Fund are time limited, and need to be spent by 31 March 2022, and have clear eligibility criteria.
- 2.47 An officer decision was taken on the 30th November, by the Strategic Director of Adult Care, Housing and Public Health to allocate 70% (£82k) of the Vaccination Fund and 70% (£800k) of the Infection Control Fund in accordance with the mandatory grant conditions. The remaining 30% (£35k) of the Vaccination Fund and 30% (£184k) of the Infection Control Fund discretionary elements of these grants are to be distributed as set out below.
- 2.48 The discretionary amounts will be used to offer a range of organisations the opportunity to bid for grant monies to be spent on either IPC or vaccination measures, as allowed by the grant conditions. These organisations are:
- Day opportunity services (including micro-enterprises) and other providers who are not eligible to access the mandatory element of the grant.
  - Care homes and supported living services for people who are under 65.
  - Any other CQC registered service who are operating in Rotherham.
- 2.49 This element will be allocated based on the applications which are received, and if the criteria for the grant will be met. The applications from non-CQC registered services will be considered as a higher priority. The CQC registered providers will be expected to have forecast to have spent their allocation of the mandatory grant. The providers will be asked to certify the expenditure at the end of the reporting period and any unspent allocations returned to the Council.

## **Rapid Testing Fund**

2.50 The Council has been allocated £605,975 from this Rapid Testing Fund Round.

An officer decision was taken on the 30th November, by the Strategic Director of Adult Care, Housing and Public Health to allocate 70% (£437k) of the Rapid Testing Fund in accordance with the mandatory grant conditions, and to distribute the 30% (£169k) discretionary element as set out below. Additional guidance has been issued indicating that £62k of the 30% discretionary element should be ringfenced for Community Care providers in respect of the associated costs of PCR testing.

2.51 It is proposed to offer a range of organisations the opportunity to bid for a grant from the discretionary fund.

These organisations are:

- Any CQC registered provider of residential care to adults with a registered location in Rotherham. This includes care homes for older people and under 65 provision, including smaller homes to implement lateral flow testing as they may face relatively higher costs compared to larger homes.
- Supported Living Providers.
- Extra Care Housing Providers.

2.52 The above is in line with the conditions of the 30% discretionary grant. In terms of reviewing the applications, these will be considered in this order of priority:

- Supported Living Providers – providers not able to access the 70% mandatory grant.
- Extra Care Housing Providers – providers not able to access the 70% mandatory grant.
- Smaller care homes – as they may face relatively higher costs compared to larger homes.
- Any CQC registered provider of residential care to adults with a registered location in Rotherham. This includes larger care homes for older people and under 65 provision.

2.53 For care homes, the provider will need to have spent (or forecast to have spent due to the timescales of the reporting) their mandatory allocation (70% element). This element will be allocated based on an assessment of the emerging risks, and in line with the wider testing strategy. The providers will be asked to certify actual expenditure at the end of the reporting period and any unspent allocations returned to the Council.

## **Workforce Recruitment and Retention Fund**

2.54 On the 3 November 2021, the Department of Health and Social Care (DHSC) published details of the Workforce Recruitment and Retention Fund. The Fund covers the period 21 October 2021 to 31 March 2022 and will provide an additional £162.5 million to support Adult Social Care. Rotherham's total



allocation is £910,872 and will be received in two tranches. Therefore, any payments made to providers will also be made in two tranches in December 2021 (60%) and Jan/Feb 2022 (40%).

- 2.55 The Fund has clear eligibility criteria, is time limited, and all spend, and activity, must be completed by 31 March 2022. There are no mandatory elements to the Fund and Councils are required to determine themselves how the monies are distributed. There is however clear guidance on the type of activity that the money can be spent on. The Council has facilitated the distribution of the Workforce Recruitment and Retention Fund October 2021 in accordance with the grant conditions.
- 2.56 An officer decision was taken on the 3rd December, by the Strategic Director of Adult Care, Housing and Public Health to allocate the Workforce Recruitment and Retention Fund October 2021 in the following three areas:
1. £288,000 to commission a Rapid Response Service Winter Pilot from 3 of the providers. The levels of capacity, capability and interest will be taken into consideration when choosing the providers through the selection process.
  2. £553,372 to CQC registered providers, registered in Rotherham, on a per staff number basis - using data from the NHS Capacity Tracker. To be used to deliver measures that address local workforce capacity pressures through recruitment and retention activity.
  3. £69,500 to the Council's accommodation based services (these services will be excluded from receiving an allocation from the funds described at 2).
- 2.57 Any underspend will be reallocated in accordance with grant conditions.
- 2.58 The allocation will support with staff retention/ recruitment and address the difficult capacity issues in relation to delivery of critical services, in alignment with the Council's specific Provider Services winter planning.

### **New Covid Business Grants and Business Rate Relief**

#### **Omicron Hospitality and Leisure Grant**

- 2.59 On the 21 December the Chancellor announced £1 billion in support for businesses most impacted by Omicron across the UK. Around 200,000 businesses will be eligible for business grants which will be administered by local authorities and will be available in the coming weeks. The Council's allocation is yet to be confirmed.
- 2.60 Under the Omicron Hospitality and Leisure Grant scheme, Local Authorities will receive funding to be allocated in one-off grants to businesses. Grants of up to £6,000, are to be paid to hospitality, leisure and accommodation businesses. This scheme is available to businesses registered for business rates only. Changes to the rating list after the 30 December are to be ignored.

Payment levels (based on Rateable Value (RV) on 30 December 2021):

1. RV exactly £15k or under, £2,667.
  2. RV over £15k and less than £51k, £4,000.
  3. RV exactly £51k or higher, £6,000.
- 2.61 The primary principle of the Omicron Hospitality and Leisure Grant scheme is to support businesses that offer in-person services, where the main service and activity takes place in a fixed rate-paying premises, in the hospitality, leisure and accommodation sectors. Government guidance provides a list of examples based on rating listing categories, though it should be noted these are not always as specific as may be preferred.
- 2.62 Local Authorities are instructed that they must run an application process, to ensure the business:
1. Meets the scheme criteria
  2. Was trading as at 30 December and can evidence that
  3. Does not breach subsidy rules (replacement for state aid)
  4. Provides a business unique identifier, company number, HMRC VAT registration number, NI number (one of these).
- 2.63 The use of Governments Spotlight tool must be used for due diligence checks on a company's existence. The need for the application process and the use of Spotlight will add to the time it takes to assess claims and make payments, as such, payments will not be issued as quickly as in previous schemes. Applications for the grant must close on the 28th February 2022 and final payments must be made by the 31st March 2022.
- 2.64 To aid understanding of the scheme, Government have issued the following explanations of Hospitality, Leisure and Accommodation businesses, along with a table of the types of businesses each sector would typically include, as shown below:
- **Hospitality definition:** a business whose main function is to provide a venue for the consumption and sale of food and drink
  - **Leisure definition:** a business that provides opportunities, experiences and facilities, in particular for culture, recreation, entertainment, celebratory events, days and nights out, betting and gaming
  - **Accommodation definition:** a business whose main lodging provision is used for holiday, travel and other purposes.
- 2.65 This table sets out types of businesses that are eligible under the sector thresholds for this scheme. This list is not exhaustive, but indicative of the types of businesses that can be supported under this scheme.

Support type	Types of businesses	
Hospitality	Food courts Public houses/pub restaurants Restaurants	Roadside restaurants Wine bars Cafés
Leisure	Casinos and gambling clubs Cinemas Museums and art galleries Stately homes & historic houses Theatres Zoos & safari parks Amusement parks Wedding venues Events venues Night clubs & discotheques	Arenas Concert halls Tourist attractions Theme parks Amusement arcades Soft play centres or areas Indoor riding centres Clubs & institutions Village halls & scout huts, cadet huts, etc.
Accommodation	Caravan parks Caravan sites and pitches Chalet parks Coaching inns Country house hotels Guest houses Hostels Hotels Lodge	Holiday apartments, Cottages or bungalows Campsites Boarding houses Canal boats or other vessels B&Bs Catered holiday homes Holiday homes

### **Additional Restrictions Grant (ARG) – further top up**

- 2.66 Along with the new Omicron Business Grants, more than £100 million discretionary funding will be made available for local authorities to support other businesses through a further top up to the Additional Restrictions Grant. The Council's allocation is managed through the South Yorkshire Mayoral Combined Authority (SYMCA) and it is yet to be confirmed.
- 2.67 Local Authorities are encouraged to support businesses from all sectors that may have been severely impacted by restrictions, or by the Omicron variant, including those outside of the business rates system. As the ARG funding is discretionary, decisions on how it will be utilised will need to be made locally, via the SYMCA, working together with each member authority.
- 2.68 Previously, the first schemes that the SYMCA have supported, have been to provide business grants to non-rate paying businesses, that are not able to access the main scheme. If this approach is supported again any remaining funds can then be focussed on a more targeted scheme.

### **Omicron Hospitality and Leisure Grant**

- 2.69 On 25 March 2021 the Government announced a new COVID-19 Additional Relief Fund (CARF) of £1.5 billion. The fund will be available to support those businesses affected by the pandemic but that are ineligible for existing support linked to business rates. However, Government only announced the Council's funding allocation of £4,851,486 and the detailed scheme guidance that the Council must adhere to, in December 2021. Therefore, the timeframe that the

Council has to design and deliver this scheme is very tight. The grant is to be used to provide business rates relief for the financial year 2021/22.

2.70 The Council will be responsible for designing its own scheme for discretionary relief. However, in developing and implementing the scheme local authorities must, if they are funding the relief from the section 31 grant:

1. not award relief to ratepayers who for the same period of the relief either are or would have been eligible for the Extended Retail Discount (covering Retail, Hospitality and Leisure), the Nursery Discount or the Airport and Ground Operations Support Scheme (AGOSS),
2. not award relief to a hereditament for a period when it is unoccupied (other than hereditaments which have become closed temporarily due to the government's advice on COVID-19, which should be treated as occupied for the purposes of this relief), and
3. direct their support towards ratepayers who have been adversely affected by the pandemic and have been unable to adequately adapt to that impact.

2.71 The Council is able to determine the amount of relief that each business is eligible for and the business sectors it supports. The scheme prevents the Council from providing further business rates relief to businesses that have already received relief from the Extended Retail Discount. This reduces the volume of businesses and sectors that the Council can look to support. In addition, the business headings within the Council's Business Rates system are not informative enough to be able to create business sector lists, that can be used to select the sectors the Council plans to support. The Council will also need to give careful consideration as to how much support is provided for any business and how this compares with other schemes such as the Extended Retail Relief. In addition, the Council will need to consider the approaches to assessing claims, for example how to assess Covid impacts on businesses and how to manage a fixed amount of resource without incurring a financial pressure to the Council.

2.72 The complexities outlined above and the complexities of dealing with changes to business rate bills will mean that this scheme will need to be carefully planned ahead of approval and implementation. Once the Council has considered options on who the relief may be awarded to, it will require Cabinet approval to be implemented. This is planned for consideration by Cabinet in February.

### **Capital Programme Update**

2.73 The Capital Programme 2021/22 now totals £171.960m split between the General Fund £117.021m and HRA £54.939m. This is a decrease of £20.618m to the position as at the end of September reported to Cabinet on 22<sup>nd</sup> November 2021, the majority of which relates to the reprofiling of schemes due to delays caused mainly from COVID-19 and the high volume of capital activity taking place nationally that is straining resources from an internal and external delivery point. The movement is based on the latest profiles of expenditure against schemes, both new and revised grant allocations of £5.077m and slippage and re-profiles of £25.695m.

The overall Capital Programme 2021/22 to 2023/24 has increased by £5.077m, as a result of changes to grant funding available, as detailed in the following sections.

	<b>Total Increase £m</b>	<b>2021/22 Impact £m</b>	<b>Post 2021/22 Impact £m</b>
Revised Grant and Funding Estimates	5.077	5.077	0.000
Slippage / reprofiling	0.000	-25.695	25.695
New borrowing	0.000	0.000	0.000
<b>Total</b>	<b>5.077</b>	<b>-20.618</b>	<b>25.695</b>

2.74 The main re-profiles are:

- **Parkway Widening**, £2.119m slippage, whilst the scheme is currently on track for delivery of this £45m scheme, the pace of delivery has been slower than anticipated. The main delay relates to challenges in linking up the proposed works on the Council's scheme with the proposed works as part of the new Motorway Service Area.
- **Fleet Management**, £6.470m slippage – there have been significant difficulties in sourcing the appropriate replacement vehicles during the last 12 months, due in part to the supply chain issues caused by the Covid Pandemic. The budget is being carried forward to the new year whilst a review of the Council approach to vehicle replacements is undertaken. This will also allow for greater consideration of the carbon impact linked to this scheme. For example, this will allow for consideration of space for charging points to support the pursuit of electric vehicles.
- **Phase 2 & 3 acquisitions (HRA)** – £7.378m, the proposed scheme and criteria for the acquisitions programme is still in the early stages of development and as such the budget is being re-profiled into 2022/23. Additionally, the pace of private development has slowed, that has limited the ability of the Council to acquire some new homes as intended.
- **Phase 2 Netherfield Eastwood (HRA)** – £5.088m, the proposed scheme development is now proposed to be combined with a further scheme within Eastwood as part of the Towns Deal, that would generate a greater output, with greater strategic and efficiency benefits. The new proposal will create a larger overall Eastwood housing development scheme, this was an outcome from the Towns Fund funded Town Investment Plan which identified both sites as being an 'early intervention' opportunity for the Council as part of longer term regeneration aims for Eastwood.

- 2.75 New grant funded schemes are added to the Capital Programme on an ongoing basis in accordance with the Financial and Procurement Procedure Rules. Grant schemes added or reduced since the November Cabinet report are listed below:

Directorate/Scheme	2021/22 £M	Post 2021/22 £m
<b>Regeneration &amp; Environment</b>		
Public Sector Decarbonisation Grant (PSDG) which will be used to install / upgrade building energy management systems at Riverside House, Town Hall, Aston JSC and Rawmarsh JSC. The building energy management systems will provide remote efficient controls to site heating and hot water systems and will reduce energy consumption.	0.047	0.000
The Council has been received a contribution from South Yorkshire Police and Crime Commissioner for the full cost of new portable CCTV systems. The primary benefits will be to upgrade the CCTV system in areas of the Dearne Valley triangle. Once the project is complete in March 2022, the CCTV equipment will then be available for use in other areas of Rotherham and will become part of the Council's CCTV assets.	0.064	0.000
A further European Regional Development Funding (ERDF) grant has been awarded to the Council to support works on the flood schemes RRFAS Phase 2A (Ickles Lock) and Phase 2C (Canal Barrier).	2.500	0.000
As part of the Council's approved funding from the Levelling Up Fund an allocation of £2.466m has been allocated to the flood scheme RRFAS and Phase 2C (Canal Barrier).	2.466	0.000
<b>Total</b>	<b>5.077</b>	<b>0.000</b>

2.76 **MCA Approvals**

There have been no new MCA approvals since the last report submitted to Cabinet on 22<sup>nd</sup> November 2021.

2.77 The proposed updated Capital Programme to 2023/24 is shown by Directorate in Table 3 below.

**Table 3: Proposed Updated Capital Programme 2021/22 to 2023/24**

Directorate	2021/22 Budget £m	2022/23 Budget £m	2023/24 Budget £m	Total Budget £m
<b>General Fund Capital</b>				
Children and Young People's Services	12.868	9.442	5.412	27.722
Assistant Chief Executive	0.387	0.210	0.210	0.807
Adult Care & Housing	6.840	6.540	14.226	27.606
Finance and Customer Services	8.056	2.902	9.893	20.852
Regeneration and Environment	86.870	63.876	28.089	178.835
Capitalisation Direction	2.000	1.000	1.000	4.000
<b>Total General Fund Capital</b>	<b>117.021</b>	<b>83.970</b>	<b>58.830</b>	<b>259.822</b>
<b>Total HRA Capital</b>	<b>54.939</b>	<b>63.103</b>	<b>45.834</b>	<b>163.876</b>
<b>Total RMBC Capital Programme</b>	<b>171.960</b>	<b>147.073</b>	<b>104.664</b>	<b>423.697</b>

It should be noted that current spend against this revised profile is still low for this point in the year. The capital programme for 2021/22 is ambitious and a review of the deliverability of the capital programme will therefore be undertaken, with the potential need to delay the delivery of some programmes of work. It is therefore anticipated that the programme will reduce further due to slippage as the year progresses.

#### **Funding position of Capital Programme 2021/22**

2.78 The £171.960m of capital expenditure is funded as shown in the Table 4 below.

2.79 **Table 4: Funding of the approved Capital Programme**

<b>Funding Stream</b>	<b>2021/22 Budget £m</b>
Grants and Contributions	62.287
Unsupported Borrowing	51.418
Capital Receipts	1.144
Capital Receipts - Flexible Use & HRA Contribution	2.000
HRA Contribution	0.173
<b>Total Funding - General Fund</b>	<b>117.021</b>
Grants and Contributions	5.787
Unsupported Borrowing	4.303
Housing Major Repairs Allowance	33.261
Capital Receipts	5.070
Revenue Contribution	6.519
<b>Total Funding - HRA</b>	<b>54.939</b>
<b>Total</b>	<b>171.960</b>

**Capital Receipts**

- 2.80 The Council is continuing to undertake a comprehensive review of its assets and buildings portfolio with the aim of rationalising both its operational and non-operational asset holdings. This may contribute future capital receipts which are earmarked to support the revenue budget, in accordance with the Council's approved flexible use of capital receipts strategy.
- 2.81 To date General Fund useable capital receipts of £0.515m have been generated. Although loan repayments will be received during the financial year, these cannot be used to support the revenue budget as only those receipts by the disposal of property, plant and equipment can be used in that way.

<b>Description</b>	<b>Total as at 30<sup>th</sup> September 2021 £m</b>
11 Russell House	- 0.077
Copeland Lodge	- 0.401
Miscellaneous	- 0.003
<b>Total Capital Receipts (Excluding loan repayments)</b>	<b>- 0.481</b>
Repayment of Loans	- 0.032
<b>Total Capital Receipts</b>	<b>- 0.515</b>



- 2.82 The detailed disposal programme is currently being updated and so coupled with the COVID19 situation it is very difficult to forecast. Therefore, at this stage the forecast for useable capital receipts is between £0.6m and £1m and includes surplus property disposals which are subject to Cabinet approval. These receipts are made up of a small number of disposals and therefore any changes to these could impact on these forecasts significantly.

### **3. Options considered and recommended proposal**

- 3.1 With regard to the current forecast net revenue budget overspend of £8.5m, further management actions continue to be identified with the clear aim of ensuring a balanced budget position can be achieved taking into account the emergency Covid funding. This is in recognition that there are still financial implications that need to be fully understood. However, there are no matters for Members to be concerned about in this regard and a balanced overall outturn is expected. It is nationally recognised best practice to monitor the performance against the agreed revenue budgets and the Capital Programme throughout the year.

### **4. Consultation on proposal**

- 4.1 The Council consulted on the proposed budget for 2021/22, as part of producing the Budget and Council Tax Report 2021/22. Details of the consultation are set out in the Budget and Council Tax 2021/22 report approved by Council on 3<sup>rd</sup> March 2021.

### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 Strategic Directors, Managers and Budget Holders will ensure ongoing tight management and close scrutiny of spend this financial year.
- 5.2 Financial Monitoring reports are taken to Cabinet meetings during the year. The Financial Outturn report for 2021/22 will be taken to Cabinet in July 2022.

### **6. Financial and Procurement Advice and Implications**

- 6.1 The Council's overspend position is detailed within the report along with the estimated impact of COVID-19. This position continues to be monitored closely. Control over spending remains critical to both maintaining the robust Reserves Strategy and Medium Term Financial Strategy.
- 6.2 An update on the Council's Medium Term Financial Strategy was provided to Cabinet on the 20th December 2021. This indicated that a balanced budget could be maintained for 2021/22 and made recommendations on reserving funds and savings from 2021/22 in order to support the budget over the medium term. In addition, the MTFS forecasts identified that a balanced budget for 2022/23 can be set, with a small funding gap for the following two years. The position will be reviewed further as part of the process for finalising the Councils Budget and Council Tax Report 2022/23, taking account of the impact of the final Financial Settlement for 2022/23.

- 6.3 There are no direct procurement implications arising from the recommendations detailed in this report. Project specific implications have been addressed in the Key Issues section.

## 7. Legal Advice and Implications

- 7.1 No direct legal implications.

## 8. Human Resources Advice and Implications

- 8.1 No direct implications.

## 9. Implications for Children and Young People and Vulnerable Adults

- 9.1 The report includes reference to the cost pressures on both Children's and Adult Social care budget.

## 10. Equalities and Human Rights Advice and Implications

- 10.1 No direct implications.

## 11 Implications for CO2 Emissions and Climate Change

- 11.1 No direct implications.

## 12. Implications for Partners

- 12.1 At a time of economic difficulty and tight financial constraints, managing spend in line with the Council's budget is paramount. Careful scrutiny of expenditure and income across all services and close budget monitoring therefore remain a top priority if the Council is to deliver both its annual and medium term financial plans while sustaining its overall financial resilience

## 13. Accountable Officers

Graham Saxton, Assistant Director – Financial Services  
Rob Mahon, Head of Corporate Finance

Approvals obtained on behalf of Statutory Officers:-

	Named Officer	Date
Chief Executive	Sharon Kemp	10/01/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	06/01/22
Assistant Director, Legal Services (Monitoring Officer)	Phillip Horsfield	06/01/22

*Report Author:* Rob Mahon, Head of Corporate Finance

This report is published on the Council's [website](#).

## Initial Equality Screening Assessment (Part A)

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

A **screening** process can help judge relevance and provide a record of both the process and decision. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality and diversity
- whether or not equality and diversity is being/has already been considered, and
- whether or not it is necessary to carry out an equality analysis.

<b>Directorate: Finance and Customer Services</b>	<b>Service area: Finance</b>
<b>Lead person: Rob Mahon</b>	<b>Contact number: 01709 254518</b>

### 1. Title:

Is this a:

☐

**Strategy / Policy**

☒

**Service / Function**

☐

**Other**

**If other, please specify**

### 2. Please provide a brief description of what you are screening

The Council has a framework of budgetary monitoring and reporting that ensures budget management is exercised within annual cash limits.

Each month the Budget Manager receives timely information on income and expenditure to enable them to fulfil their budgetary responsibilities. Following the review of the budget information, each budget manager provides a forecast of their projected outturn position on each service. The Strategic Director subsequently provides a consolidated forecast for their directorate to the Chief Finance Officer and relevant Cabinet Member.

A budget monitoring report, which includes an up-to-date outturn forecast, information about significant variances from approved budgets and proposals for dealing with them, is submitted to Cabinet at least 6 times a year, culminating with the Councils Financial Outturn report.

Whilst the framework described above relates to revenue budgets, the capital

programme is also similarly monitored and reported alongside the Council's revenue position.

The financial monitoring position report summarises the key variances for each directorate and considers the key financial pressures and risks.

This report is the final financial report in the financial year, it sets out the Council's full revenue outturn position. The report also covers off any other key items to be noted at the time.

Given that the revenue and capital budgets have been approved by Council in February each year, when equality assessments would have been considered at that time in respect of the budget proposals, there are no further issues in respect of equality and diversity.

### 3. Relevance to equality and diversity

All the Council's strategies/policies, services/functions affect service users, employees or the wider community – borough wide or more local. These will also have a greater/lesser relevance to equality and diversity.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, carers, disability, gender reassignment, race, religion or belief, sex, sexual orientation and any other relevant characteristics (for example socio-economic status, social class, income, unemployment, residential location or family background and education or skills levels).

Questions	Yes	No
Could the proposal have implications regarding the accessibility of services to the whole or wider community?		x
Could the proposal affect service users?		x
Has there been or is there likely to be an impact on an individual or group with protected characteristics?		x
Have there been or likely to be any public concerns regarding the proposal?		x
Could the proposal affect how the Council's services, commissioning or procurement activities are organised, provided, located and by whom?		x
Could the proposal affect the Council's workforce or employment practices?		x

If you have answered **no** to all the questions above please complete **sections 5 and 6**.

If you have answered **yes** to any of the above please complete **section 4**.

#### 4. Considering the impact on equality and diversity

If you have not already done so, the impact on equality and diversity should be considered within your proposals prior to carrying out an **Equality Analysis**.

Considering equality and diversity will help to eliminate unlawful discrimination, harassment and victimisation and take active steps to create a discrimination free society by meeting a group or individual's needs and encouraging participation.

Please provide specific details for all three areas below and use the prompts for guidance.

- **How have you considered equality and diversity?**

n/a

- **Key findings**

n/a

- **Actions**

n/a

Date to scope and plan your Equality Analysis:	n/a
Date to complete your Equality Analysis:	n/a
Lead person for your Equality Analysis (Include name and job title):	n/a

#### 5. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening:

Name	Job title	Date
Judith Badger	Strategic Director – Finance and Customer Services	20/12/21

#### 6. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given.

If this screening relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy of **all** screenings should also be sent to [equality@rotherham.gov.uk](mailto:equality@rotherham.gov.uk) For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

Date screening completed	20/12/21
If relates to a Key Delegated Decision, Executive Board, Council or a Significant Operational Decision – report date and date sent for publication	
Date screening sent to Performance, Intelligence and Improvement <a href="mailto:equality@rotherham.gov.uk">equality@rotherham.gov.uk</a>	

#### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact:** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions*, *increases emissions*, or has *no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

- 
- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the assessment

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	<i>no impact on emissions</i>				
Emissions from transport?	<i>no impact on emissions</i>				
Emissions from waste, or the quantity of waste itself?	<i>no impact on emissions</i>				
Emissions from housing and domestic buildings?	<i>no impact on emissions</i>				
Emissions from construction and/or development?	<i>no impact on emissions</i>				
Carbon capture (e.g. through trees)?	<i>no impact</i>				



Identify any emission impacts associated with this decision that have not been covered by the above fields:

Please provide a summary of all impacts and mitigation/monitoring measures:

As this report is a financial update on previous events, updates on levels of funding moving forwards and doesn't approve anything directly to happen, it does not have any carbon implications.

Supporting information:

Completed by:  
(Name, title, and service area/directorate).

Rob Mahon, Head of Corporate Finance, Finance and Customer Services.

Please outline any research, data, or information used to complete this [form].

If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.

Tracking [to be completed by Policy Support / Climate Champions]

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**Committee Name and Date of Committee Meeting**

Cabinet – 24 January 2022

**Report Title**

Rotherham Cycling Strategy (2021)

**Is this a Key Decision and has it been included on the Forward Plan?**

Yes

**Strategic Director Approving Submission of the Report**

Paul Woodcock, Strategic Director of Regeneration and Environment

**Report Author(s)**

Nat Porter, Senior Transport Planner  
nat.porter@rotherham.gov.uk

**Ward(s) Affected**

Borough-Wide

**Report Summary**

The draft Rotherham Cycle Strategy 2021 was approved to go to public consultation by Cabinet on the 22 March 2021. This report provides analysis of the consultation responses received, and resulting revisions to the strategy. Promoting the use of cycling to benefit health and well-being, the economy and the environment, the strategy will deliver improvements both in the Council's existing cycle network and also set out its ambitions and objectives for investing in and expanding Rotherham's cycling provision. This report seeks approval for adoption of the draft strategy provided at Appendix 1.

**Recommendations**

1. To note the consultation responses and subsequent findings
2. To adopt the Rotherham Cycling Strategy.

**List of Appendices Included**

- Appendix 1 Rotherham Cycling Strategy (Final Draft)
- Appendix 2 Consultation summary report (presentation)
- Appendix 3 Equalities Impact Assessment
- Appendix 4 Carbon Impact Assessment

**Background Papers**

Sheffield City Region (SCR) Transport Strategy  
Rotherham Transport Strategy  
SCR Active Travel Implementation Plan (ATIP)

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

None

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## **Rotherham Cycling Strategy 2021 Consultation Findings**

### **1. Background**

- 1.1 Recent years has seen a significant increase in the role of Active Travel to address a range of policy aims from carbon reduction to health & wellbeing outcomes, especially improvements to mental health as well as more recently its role in the recent COVID-19 pandemic. This has brought cycling and provisions to enable active travel into sharp focus at a national, regional and local level.
- 1.2 Key to this has been the provision of external funding which has so far delivered the Fenton Road Cycleway, in Transforming Cities Fund (TCF) Round 1. In Round 2 TCF funding was confirmed early in 2020 at £166m for South Yorkshire. As part of this, Rotherham has a number of projects totalling almost £30m being delivered over 3 years to 2023. In addition, the Council has bid for funding from the DfT Active Travel Fund and the South Yorkshire Mayoral Combined Authority (SYMCA) for £1.5m for a new segregated cycle way on Broom Lane together with improvements in the surrounding area and at Clifton Road junction. Approval for this funding is pending.
- 1.3 The condition of existing highway cycle routes in Rotherham is varied with faded lining, overgrowing vegetation, and the collection of debris in a number of locations, potentially discouraging cycling along a number of routes.
- 1.4 In 2020-21 the Council provided additional funding as part of a wider streetscene allocation of £450,000 to improve the maintenance of existing cycle routes to include the Council's cycle lane lining, removal of overgrowing vegetation and weeds, and more regular maintenance. The aim is to provide a well-maintained and attractive cycle network to encourage cycling, which is a high priority within Rotherham and South Yorkshire.
- 1.5 Key to all of this activity is the need to set out a plan to outline the Council's ambition for cycling, provide a clear basis for further growth and investment in the cycle network and promote the use of cycling for a variety of benefits. This includes improving health and mental wellbeing, providing economic and sustainable alternatives to the car for shorter journeys and helping improve the sense of place within communities by removing unnecessary car journeys in village centres and residential areas.
- 1.6 The draft Rotherham Cycling Strategy was produced early in 2021 and approved to go to public consultation by Cabinet on 22 March 2021. This report advises on the results of the consultation and seeks approval for the adoption of the revised draft cycling strategy for Rotherham.

### **2. Key Issues**

- 2.1 The draft Rotherham Cycling Strategy 2021 consultation opened on 2 July 2021 and closed on 27 August 2021.
- 2.2 The consultation process received 86 responses, including 74 from within

Rotherham. These responses have been analysed, and changes made to the strategy, with the findings reported at Appendix 2 along with a description of the changes made to the document.

- 2.3 The consultation identified a number of key aspects of cycling in Rotherham at the present time and provided useful insights into peoples' views on the role cycling currently does, and in future could, play in their day to day lives.

Key aspects from the consultation were:-

- There needs to be more engagement with local communities to gain a better understanding of how cycling as a travel choice can be improved, especially in areas with low cycling uptake.
- The greatest scope in increasing cycling is by people already cycling, there is therefore a need to understand more about the needs of non-cyclists.
- Individual benefits such as for enjoyment and especially health motivate more than the wider benefits to society such as environmental or congestion reduction - though these reasons are cited by a minority of people, especially less frequent cyclists.
- Danger from traffic is seen as the biggest barrier to cycling. This suggests the strategy's main focus should be not only on effective measures for actual but also perceived safety.
- Not having a bicycle was the second most cited barrier amongst non-cyclists. A lack of information on existing routes which was seen as a notable barrier for infrequent cyclists, though not for non-cyclists.
- A significant minority of non-cyclists and infrequent cyclists saw trip length, topography, weather and journey time as a barrier to cycling.
- Punitive measures such as higher parking charges were seen as unlikely to encourage more cycling. Instead, more cycle paths are seen as the single most effective intervention with the second being traffic volume reduction which was seen as considerably more important than slower traffic. This reinforces the focus of the proposed Rotherham Cycling Strategy.

### **3. Options considered and recommended proposal**

- 3.1 Option 1 – The Council could choose not to agree a strategy. Given the role of active travel in the Council's strategic objectives and responsibilities, for instance in promoting mental health, physical wellbeing, carbon reduction and sustainability, and taking account of the widespread public appeal for good-quality active travel options, having no plan may result in inefficient use of resources and missed opportunities for instance for further external funding. This option is not recommended.
- 3.2 Option 2 – The Council could agree a simple delivery plan, similar to an action plan. However, without recording the context, aims and objectives for such a plan, this option would result in a similar outcome to that in 3.1 by having the risk of inefficient use of resources and missed opportunities arising from more joined-up thinking. This option is not recommended.

- 3.3 Option 3 – A new cycling strategy document can be used to ensure that all strategic objectives are considered and can act as both an action plan and also an engagement tool with key partners and the public. This is the recommended option.

#### **4. Consultation on proposal**

- 4.1 Public consultation was undertaken between 2 July and 27 August 2021. The results of this consultation are reported in Appendix 2 and an overview in section 2.3 above.

#### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 If the revised strategy is approved by Cabinet, it will be published on the Council's website within four weeks.
- 5.2 Actions indicated in the strategy will be subject to availability of funding, and separate reports and decisions will be required in respect of those actions.

#### **6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**

- 6.1 The creation and approval of the Cycling Strategy is developed from within existing approved Council budgets and in itself does not commit the Council to further expenditure.
- 6.2 There are no direct procurement implications in this report. However, where any goods, services or works are required from external organisations to support the cycling strategy outcomes these will be procured in compliance with the Council's Finance and Procurement Procedure Rules.

#### **7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 There are no direct legal implications arising from the adoption of the Cycling Strategy as proposed in this report. There will be direct legal implications arising from individual measures taken as a result of the adoption of the Cycling Strategy, such as the requirement for Traffic Regulation Orders, and at that time the appropriate statutory procedure will be followed.

#### **8. Human Resources Advice and Implications**

- 8.1 There are no Human Resources impacts related to the approval of this report's recommendations. Work on the strategy will be contained within the council's Transport Infrastructure Service and within existing or procured consultancy services procured in accordance with the council's contract procedure rules.

**9. Implications for Children and Young People and Vulnerable Adults**

- 9.1 Provision of safe and accessible cycle lanes on the highway contribute to the council's objectives for "thriving neighbourhoods" and "better health & wellbeing".

**10. Equalities and Human Rights Advice and Implications**

- 10.1 Monitoring of demographics reported in response to the consultation highlights a low response rate from some groups with protected characteristics. Revised text is included to highlight the need for further, intensive consultation as schemes are developed to ensure the needs of all are taken into account.
- 10.2 When the strategy is formally adopted it will result in infrastructure schemes being delivered and programmes of activity (education and safety training for example) being commissioned. It is proposed that all schemes will receive an Equality Screening and where deemed necessary will progress to a full Equality Assessment. This will ensure all schemes are designed and constructed to take account of the needs of all road users.

**11. Implications for CO2 Emissions and Climate Change**

- 11.1 The draft Rotherham Cycling Strategy 2021 provides the authority with a sound basis on which to develop and deliver a safe network of on road and off-road routes to facilitate an uptake in cycling. Were it implemented fully, it is estimated that the strategy could deliver a saving in carbon emissions from cars of up to 4% (based on 2018 levels).
- 11.2 Achieving those savings will be dependent on regional and national authorities providing the Borough with sufficient funding, and sufficient freedom to deliver on the most proven and successful approaches for cycling infrastructure. It should be noted that the level of carbon saving associated with active travel in the national Transport Decarbonisation Carbon, and statements in respect of length of cycleways to be provided nationally in the Government's Net Zero Strategy, are both around an order of magnitude less than might be expected of the approach taken in the Rotherham Cycling Strategy, suggesting there may be challenges in securing adequate funding.
- 11.3 Construction of cycling infrastructure will generate additional carbon emissions. Based on the International Energy Authority's analysis, these could be expected to amount to less than 5% of the savings of emissions from cars in the best-case scenario.
- 11.4 Cycling plays only a small role in reducing car mileage and emissions. It may be able to contribute a wider role if aligned to policies of localisation (i.e. reducing demand for travel) and reduced car ownership (i.e. reducing need or desire for second cars could ease the task of moving to electric powered cars). However, it is important that providing for cycling does not detract from messaging and action on long and medium distance car travel which is



disproportionately responsible for generating emissions - ~90% of car emissions in the Borough are generated on trips longer than 5 miles, and ~72% are generated on trips longer than 10 miles.

## 12. Implications for Partners

- 12.1 A range of partner organisations exist on the subject of Active Travel such as cycling interest groups and associations, Parish/Town Councils with an interest in improving their local environment, educational establishments, as well as disability groups who wish to see the interests of their members accommodated in schemes affecting the highway and wider public realm.
- 12.2 These groups have been engaged as part of the public consultation process and their responses have been acknowledged as part of the findings contained in the attached report at Appendix 2.

## 13. Risks and Mitigation

- 13.1 The only risk presented at this stage is the risk of not having a strategy as detailed in section 3 of this report.
- 13.2 Further reports on risks and mitigation will be required as the strategy is delivered across the borough.

## 14. Accountable Officers

Andrew Moss, Interim Head of Transport Infrastructure

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	10/01/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	23/12/21
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	17/12/21

Report Author: Nat Porter, Senior Transport Planner  
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This report is published on the Council's [website](#).

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# **ROTHERHAM CYCLING STRATEGY**

Version for adoption  
January 2022

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## 1.0 Introduction

Cycling has a range of economic, health, wellbeing, traffic management and environmental benefits. It is a high priority within Rotherham and South Yorkshire, where the mayor is putting cycling and walking at the centre of regional transport plans.

Rotherham Council is committed to significantly increasing cycling in the borough. The Council has ambitious plans for a high-quality cycle network and infrastructure and is investing to achieve this through the Transforming Cities Fund and Active Travel Fund.

The Rotherham Cycling Strategy provides the principles, approach and broad design standards required to implement that network and ensure it is comprehensive, safe and accessible for all Rotherham residents, workers and visitors. The strategy also outlines the priorities on which to base related interventions.

In the longer term the focus will be on improving cycling provision on areas of the road network, rather than individual cycle routes, to provide a cycle network that connects with major cycle routes on main roads to facilitate longer journeys. Some roads will have segregated facilities while others will have the road environment improved for cyclists so that dedicated facilities become unnecessary.

The strategy also includes assessing the condition of the existing cycle routes, and the approach to maintaining these to ensure the network already in place is of the best possible condition with the funding available.

Alongside this, promotional measures will be outlined to maximise the uptake in cycling and use of the cycle infrastructure; this will include electric and pedal bike loan, bike checks and repairs, training, campaigns and events.

These combined infrastructure and promotional measures aim to encourage and enable a significant increase in cycling levels for both utility and leisure purposes, with wide ranging benefits for the people of Rotherham.

This Rotherham Cycling Strategy aligns with key national, regional, and local transport strategies to encourage and enable cycling for both utility and leisure purposes.



## 2.0 Background and strategic context

### 2.1 Background

Rotherham's existing cycling network measures approximately 75 miles in length – around a tenth of the length of the local highway network. But as with other districts in Sheffield City Region, Rotherham's cycle network is limited. While there has been some good, localised investment in cycle infrastructure and facilities, over a longer period this has been constrained by the funding available from government, which has often been short term and relatively small. Often funding has been for isolated cycle routes of varying standards. This has resulted in a network which has some good facilities but also some large gaps, and limited provision at many junctions.

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Recent focus during the COVID-19 pandemic has demonstrated that active travel is a viable option and indicated its potential role in post COVID economic recovery. Local evidence, including the response to the cycling strategy consultation, suggests this was not an increase in utility cycling, but in cycling 'for its own sake' (noting the latter was much less restricted than the former during lockdowns). Consultation findings also suggest locally, this was predominantly driven by existing cyclists cycling more, rather than new participants taking up cycling.

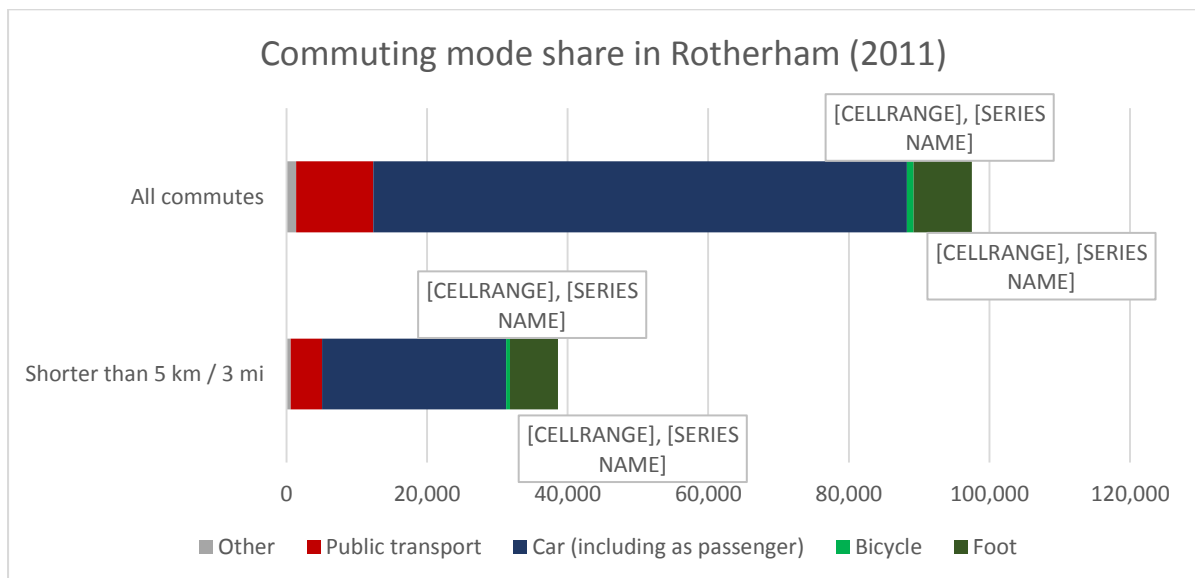
However, during this time, it became very clear that Rotherham's cycle network is not at the standard required to encourage and enable a large increase in cycling. Furthermore, until April 2021 funding constraints have limited the maintenance of existing cycle routes, so they suffer with worn markings, accumulation of debris and overgrowing vegetation, affecting approximately 50% of our cycle network.

As a consequence, cycling levels in Rotherham and South Yorkshire are relatively low: our annual cordon counts, and census data indicate around 1% of trips are made by bicycle. Even for commutes shorter than 5 km (about 3 miles, or 20 minutes by bicycle), still only 1% cycle, compared against the 59% who drive<sup>1</sup>. This is broadly in line with cycling levels across much of the country.

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<sup>1</sup> Census 2011, table DC7701EW1a

Source: 2011 Census



There is, however, significant potential for cycling in Rotherham: 40% of Rotherham residents' journeys to work (accounting for up to 9% of total commuting mileage) are 5 km (3 miles) or below – a comfortable cycling distance for most people. Converting even a small proportion of these trips to be made by bike will have significant benefits, in terms of reduced car traffic and improved health.

Modelling based on 2011 commuting patterns suggests there is realistic potential to increase the share of journeys made by bike to around 12% of commutes which start or end in the borough, and around 20% of commutes wholly within the borough.<sup>2</sup> Given that some of this increase will be a shift from walking to cycling (associated with longer walks becoming more attractive and expedient to



<sup>2</sup> Rotherham Council analysis of propensity to cycle, based on 'Go Dutch' scenario

cycle), it is estimated the number of trips made by non-motorised modes can be doubled, resulting in a reduction in circa 10% of car trips, and of circa 2% of car mileage. At this point the Council do not hold estimates for non-commuting trips, but a similar impact is thought possible for these trips. These shifts will be heavily dependent on shifts in attitudes and perceptions by infrequent cyclists and especially non-cyclists, from those presently reported in response to the consultation.

What can be achieved will also, in no small part, depend on the Government policy and funding position. Recent Government statements in terms of outcomes (carbon savings) and outputs (length of cycle track constructed) suggest the level of funding available will, if applied equally across England, be significantly short of that required to achieve the above benefits before 2050; in addition to highlighting the funding gap, it will therefore additionally be important that money is invested in the places and on the schemes that give the best impact to maximise the benefit.

These shifts in how we travel can have some significant benefits, in terms of contributing to the reduction of traffic congestion and local air pollution. Providing for cycling may also open up new opportunities for people without access to cars, and where public transport is unable to provide adequate connectivity. The largest benefits to society are likely in respect of health and economic productivity, potentially saving around 90 thousand sick days per annum, and bringing savings to society of as much as £40m per annum<sup>3</sup>. Benefits in the community would be most keenly felt 'in the pocket', with cycling affording a new, low cost option for travel.

One of the most pressing challenges locally, regionally and nationally is that of decarbonisation. Cycling has the potential to ultimately reduce CO<sub>2</sub> emissions in the borough by up to around 13,000 tonnes each year; however this does only amount to around 2% of transport emissions in the borough, or around 4% of car emissions<sup>4</sup> (although the savings in the national Transport Decarbonisation Plan are considerably less than this, suggesting funding will not be available to achieve all of these savings). This is because car emissions are predominantly from longer distance trips; national travel survey data indicates 85% of car mileage accrued on trip longer than 5 miles<sup>5</sup>, and local data suggesting car trips starting or ending in Rotherham (accounting for around 66% car emissions, and 36% of road transport emissions in the Borough) tend to be longer, with around 90% of car mileage accrued on trips longer than 5 miles<sup>6</sup>.

Cycling can only 'pull its weight' in respect of climate change if aligned with destination shift – that is to say, people can access opportunities, facilities and amenities within their own locality, so reducing the need to travel to other parts of the region or beyond. This will require a wider change in approach to town, economic and transport planning – a focus towards supporting local communities, businesses

<sup>3</sup> Rotherham Council analysis of propensity to cycle, based on 'Go Dutch' scenario

<sup>4</sup> Rotherham Council analysis of propensity to cycle, based on 'Go Dutch' scenario

<sup>5</sup> National Travel Survey 2019, table NTS0308

<sup>6</sup> Analysis of Sheffield City Region Transport Model 1



and regeneration, from the bottom up, instead of large-scale infrastructure to facilitate greater or faster movement (including for cyclists). The need for decarbonisation dictates that cycling, and cycling policy, must enable and support thriving neighbourhoods and local regeneration.

Major investment in the cycling infrastructure and a comprehensive network can encourage cycling and support destination shift.

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Alongside infrastructure, there is evidence that promotional measures are needed to encourage and enable people to start cycling, for example bike loans, help with maintaining and repairing bikes and cycle training. Research undertaken by Sheffield Hallam University has determined that a combination of investment in infrastructure alongside promotional measures is most effective in encouraging cycling.

The cycle strategy consultation response suggests relatively limited appetite to start cycling amongst people not cycling at all at present. As noted elsewhere, this strategy recognises the limited benefit of supporting existing and frequent cyclists (in that the benefits of these groups cycling is already largely realised). Therefore, our approach initially will be to initially prioritised measures to encourage and support infrequent to cycle more; it is hoped in time these measures, and greater visibility of cycling outside the core of frequent cyclists, will improve the appetite of non-cyclists to take up the mode.

## 2.2 Strategic context and objectives

### 2.2.1 Government strategies

In 2020 the government released the [Gear Change Strategy](#) which advocates high-quality segregated cycle routes and low-traffic neighbourhoods to make cycling and walking easier, combined with investment in electric bikes, bike maintenance and free cycle training. The government is also encouraging authorities to provide *Local Cycling and Walking Infrastructure Plans*.

### 2.2.2 South Yorkshire/Sheffield City Region (SCR) strategies

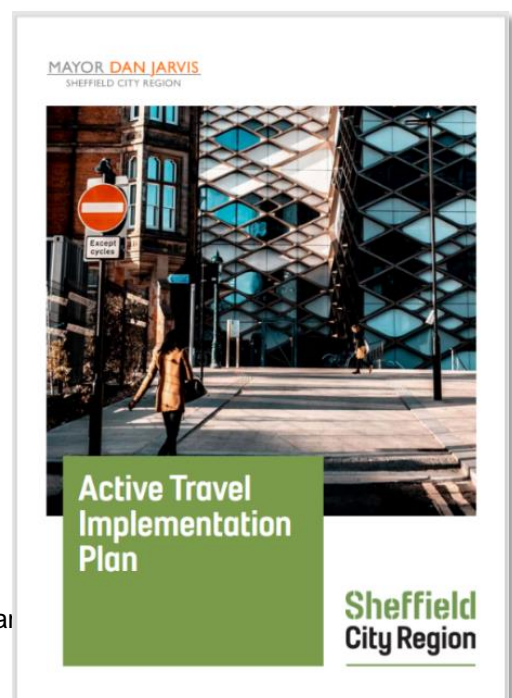
Cycling features strongly in the [Sheffield City Region \(SCR\) Transport Strategy](#), which seeks to:

*‘better connect our major urban and economic centres to enable the better flow of people, goods, businesses and ideas across the city region, as well as promoting our rural and visitor economies, to secure new investment and grow our economy’.*

The strategy is underpinned by three main goals:

- Residents and businesses connected to economic opportunity
- A cleaner and greener Sheffield City Region
- Safe, reliable and accessible transport network

Rotherham



The [SCR Active Travel Implementation Plan \(ATIP\)](#) incorporates the region's Local Cycling and Walking Infrastructure Plans sets out that by 2040:

*'a fully connected network of walking and cycling routes will link our region, transforming communities and ensuring that people have the means and the confidence to leave their cars at home, and choose to travel on foot or by bicycle'.*

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The plan provides a five-year network map and 2040 network map. The five-year network priorities are mainly funded cycle projects, along with top-priority corridors from the Local Cycling and Walking Infrastructure Plan. The 2040 map is a longer-term, more comprehensive network of routes and low traffic neighbourhoods.

The ATIP has been agreed by the Mayoral Combined Authority and is part of a series of implementation plans which sit within and contribute towards the Sheffield City Region Transport Strategy. However, as a regional document it does not address connectivity and community needs at a sufficiently local scale to be effective on its own.

The Rotherham Cycle Strategy sets out how national and regional policy will be taken forward within Rotherham, to meet the needs of our communities, and will also contribute towards the proposals within the ATIP.

### **2.2.3 Rotherham strategies**

Rotherham Transport Strategy features proposals to continue to improve the road network and support sustainable and affordable transport by continuing to improve public transport and promoting walking and cycling. Walking and cycling features strongly in Rotherham's Transport Strategy and a high-quality, connected cycling and walking network is a specific action. The Rotherham Cycling Strategy will play a major role in the implementation of this.

The Council's Year Ahead Plan focuses on the immediate post COVID-19 recovery period and under its *Better Health and Wellbeing* theme it outlines the intention to make Rotherham a "place where active travel is accessible, and local people reap the associated health and environmental benefits". Providing online mapping of the borough's cycle routes and agreeing a cycle strategy are identified activities in the plan.

Rotherham's Joint Health and Wellbeing Strategy provides a framework for partners across the borough to ensure that opportunities for improving health and wellbeing are maximised, across all agendas, policies and strategies. The borough's Joint Strategic Needs Assessment provides evidence that the health of people in Rotherham is poorer than the average for England, with life expectancy being ten years lower for men in Rotherham, and seven years lower for women. Furthermore, residents of the borough are 24% more likely to have a long-term health problem or disability, compared to the national average. The Rotherham Cycle Strategy will play a role in improving health outcomes in the borough, and links directly to Aim 4 of the Health and Wellbeing Strategy, working towards the ambition that '*All Rotherham people live in healthy, safe and resilient communities*'. Furthermore, the Rotherham Cycling Strategy will help in working towards the underpinning principles of the

Health and Wellbeing Strategy, such as ‘reducing health inequality’, ‘preventing physical and mental ill-health’, and helping to ‘promote resilience and independence’.

The core strategy of the Rotherham Local Plan 2013-2028 sets out how local jobs and homes are to be provided in the borough, and how transport infrastructure and services should support these. Policy CS14 supports enabling cycling to be used for shorter trips, and for links to public transport interchanges, as a means of managing demand for car travel.

### 2.2.5 Role of the Rotherham Cycling Strategy

A common theme among the above national, regional and local strategies is the need for a high-quality, comprehensive cycle network to enable a large increase in cycling and in turn provide sustainable, affordable access to employment, training and retail, and by improving safety and the perception of a safety.

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This in turn will bring many benefits such as supporting economic growth and regeneration, reducing congestion, contributing to improving air quality and improving the health and wellbeing for Rotherham citizens.

The Rotherham Cycle Strategy details the principles and approach required to implement that network.

Ultimately, the Council aspires to achieving wider outcomes from the cycling work:

- to support the economy and regeneration
- achieve a high level of accessibility
- improve the health and wellbeing of Rotherham's citizens.

That said, in the first instance there is a need to acknowledge the starting position and to increase the number of everyday cyclists in order to increase confidence that cycling is a viable and feasible travel option for a significant proportion of people.

Therefore, in the near term the principle objective of the Rotherham Cycling Strategy is to demonstrate that a significant increase in cycling in Rotherham is achievable, and that this can bring about wider improved outcomes.

To work towards this primary objective, the cycling strategy will also contribute to:

- supporting an integrated, sustainable transport system in Rotherham
- supporting the economy and regeneration by providing high quality access by bike to employment, training and retail
- ensuring the health and wellbeing of all Rotherham residents and workers is supported by enabling active and sustainable travel

These objectives will ensure the implementation of the cycle network provides maximum benefits for the people of Rotherham and aligns to the aspirations and policies in the above strategies to enable a significant increase in.

There is a finite amount of space on the highway and often competing needs from different users, therefore we need to be proportionate when designing the cycle network.

It is important to recognise there may be some costs for some users, and also to appreciate that cycling is not beneficial at any price. In some cases, to ensure cycling provisions can be delivered without causing undue adverse impact for other road users, it may be necessary to provide new or improved infrastructure for other travel modes, especially for public transport.

While this strategy considers cycling alone, our approach will treat cycling as part of, and complementary to, the wider transport system. This will enable greater benefits to be achieved by -

- Improving access to public transport.
- Aligning transport measures to those supporting leisure cycling in the interests of public health, tourism and leisure.
- Complementing and guiding the delivery of other RMBC programmes, such as Neighbourhood Road Safety
- Supporting wider Corporate and Regional priorities.

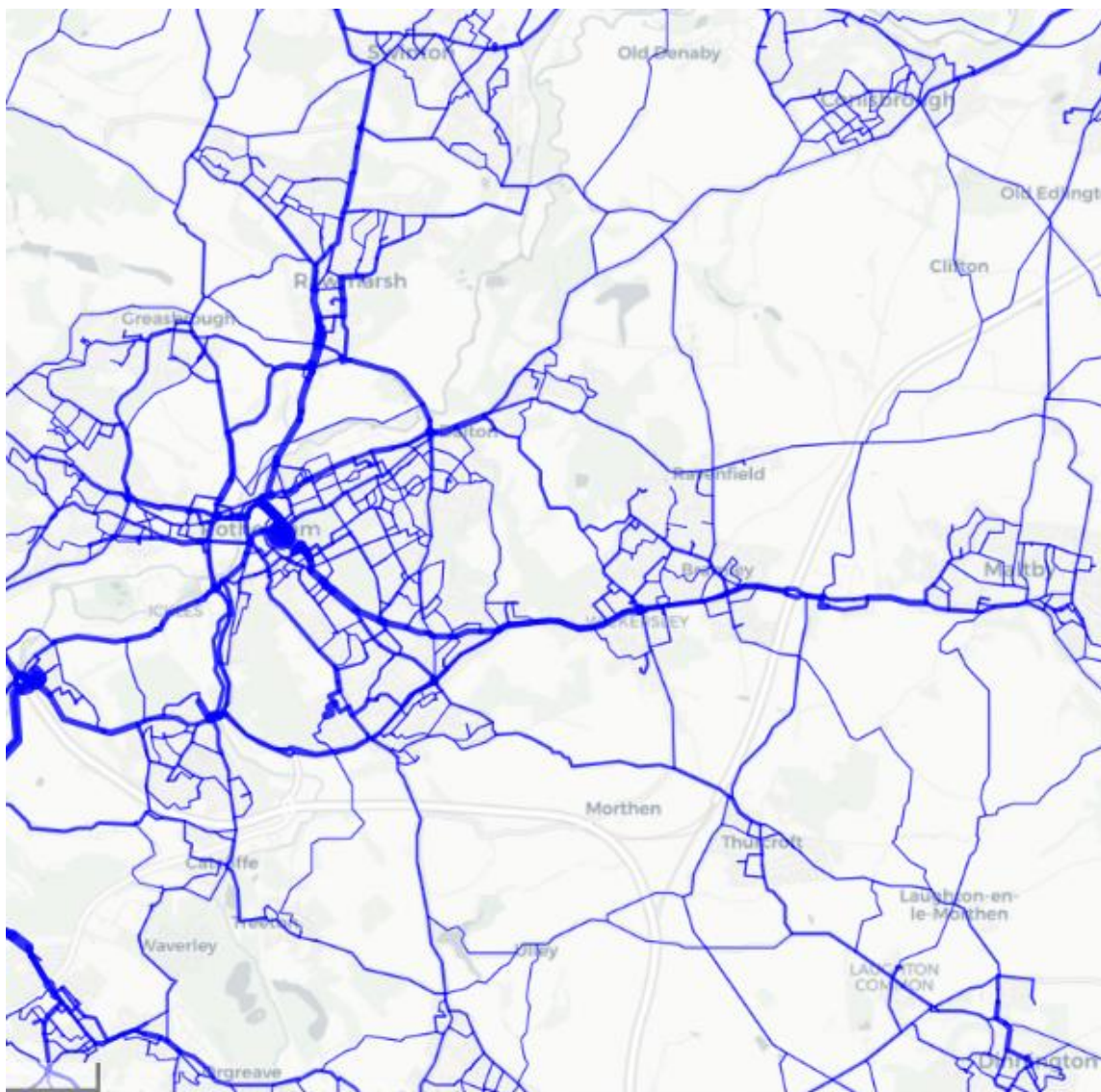
## 3.0 Implementing comprehensive cycle infrastructure

### 3.1 Cycle network principles

Even in countries where cycling is common, it is principally a mode of transport used for shorter, local trips of up to around five miles. This is supported by feedback from the consultation, noting existing frequent cyclists are prepared to cycle further while non-cyclists prefer to cycle less distance for these trips. A shorter distance of around 3 miles, is suggested in the Sheffield City Region's ATIP, reflecting the low baseline in and the hilly geography of much of South Yorkshire – this may ultimately be under-ambitious in Rotherham based on the findings of our consultation.

Because of the physical effort involved, cyclists are especially sensitive to diversion, and so cannot generally be expected to travel out of their way to use designated or preferred cycle routes.

This can be demonstrated with modelling, illustrating what a high-cycling scenario could look like in Rotherham (below)<sup>7</sup>. As can be seen, while some routes are busier



<sup>7</sup> Extract from Propensity to Cycle Tool, 'Go Dutch' *Potential cycling demand in Rotherham*



than others, demand is spread all the way across the network.

Considering that many of the people using the busier routes will have travelled to them via quieter routes to and from individual premises (a level of detail not considered in the model), the Council's key guiding principle is that:

**The highway network is the cycling network and therefore our approach should be to ensure the comfort, convenience, and safety of cyclists as standard.**

Essentially, this means a framework where roads and streets in the borough would fall in to one of two categories:

- **Distributor roads** – accommodating large flows of motorised traffic at speed, with separate cycle tracks to make cycling safe and comfortable.
- **Access streets** – where traffic speeds and volumes are kept low, thus creating comfortable cycling conditions without provision of separate infrastructure.

This is an ambitious approach. It is supported by results from the consultation on this document, which revealed danger from traffic as the greatest barrier to cycling, and revealed more cycle paths and reduced traffic volumes as two most significant facilitators for cycling. Notably, reduced traffic volumes were cited as something that might enable cycling, around twice as often as reducing vehicle speeds – in light of this we will adjust our approach to Neighbourhood Road Safety to give much greater emphasis on managing the volume of traffic in e.g. residential areas, and shift away from interventions to solely attempting to influence vehicle speeds.

Achieving the maximum potential for cycling in the borough would require expanding the cycle network nearly tenfold, increasing the length of road provided with cycle track in the borough sevenfold (to over 300 km), providing nearly 800 km of traffic-calmed areas, as well as implementing extensive improvements to the existing network. Making this a reality would require significant funding from central government. However, the principles established in this strategy should serve as a base from which we can continue to grow and develop Rotherham's cycling network.

Of course, all interventions will be identified to fit site circumstances, and this may mean variation from these two categories. In particular, the Council may promote schemes of cycle lanes on distributor roads where neither traffic reduction (ie conversion to an access street) nor provision of cycle tracks is feasible; or on access streets which are, for example, relatively busy. And where forming useful routes, the Council will continue to provide and develop cycleways away from roads and streets entirely.

Cycling in town centres will need to consider how or if cycling can be accommodated in pedestrianised areas of town centres. The Council will consider this on a case-by-case basis to balance the need for connectivity and convenience by bicycle with the

needs and safety of pedestrians, and the wider aspirations for the town centre (for example, holding events and markets).

It is intended that further detailed guidance on the implementation of this approach be produced as a supplementary planning document.



Operating in this framework provides three distinct benefits:

- It will help ensure the Council can, over time, build up safe, convenient door-to-door connectivity by bicycle, able to provide for trips even as demand changes over time.
- Rotherham's residents will be able to have increasing confidence that their journey can be made safely by bicycle with only basic knowledge of their route, without referring to maps or journey planners to identify 'safe' routes.
- It gives flexibility to develop options and choices, ensuring support for cycling can be delivered in a way that meets the needs and aspirations of local communities and recognising that streets are not for cyclists alone and schemes need to meet a wide range of needs.

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The last point is particularly important. Emergency cycling infrastructure promoted across England in 2020, and the resulting negative response in some cases, demonstrates that cycling cannot be imposed on the public at any cost.

The borough's cycling aspiration will inevitably require some adverse impacts in some places. Whether this be localised worsened congestion, less parking or narrower footways, the Council will continue to engage and work with local communities, Parish Councils and internal and external key stakeholders openly and transparently to minimise and mitigate adverse impacts, and ensure the authority does not act in a manner that is disproportionate or unduly harmful to other road users.

The Council also acknowledge feedback from the cycling strategy consultation, that punitive measures to deter motoring were seen as least likely to facilitate cycling; whilst some degree of trade-off will be unavoidable in seeking improvement for cycling, the feedback would suggest little cause to believe disadvantaging motorists offers any benefit in promoting cycling in the Rotherham context. As such, the Council will not be promoting measures to promote cycling solely by rendering motoring more difficult or more expensive.

Moreover, the range of respondents to the consultation on the strategy was found to be relatively unrepresentative of Rotherham's population as a whole, including notable under-representation of groups with characteristics protected by the Equality Act. This further demonstrates the need for proper engagement in the local community.

This engagement will be essential to allow the Council to ensure local need is met by developing cycle measures that serves communities, rather than being imposed upon them.

## 3.2 Supporting infrastructure

### 3.2.1 Cycle parking

Cycle parking facilities are an essential element of the infrastructure required to encourage and enable cycling and the Council proposes to work with relevant stakeholders to determine where new or upgraded cycle parking is required, in particular to compliment the proposed investment in the cycle network.

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While some good quality cycle parking is available, particularly in town centres, there are gaps in the provision and the quality of facilities on offer. There is therefore a need to ensure that high-quality, convenient, and secure cycle parking is available at destinations across Rotherham. Alongside this there is a need to accommodate the increasing number of electric bike users with charging infrastructure incorporated into cycle parking specifically for electric bikes.

It is important that cycle parking facilities are located where they are safe, secure, and convenient to use. Their location should be informed by cycle network proposals, development, and existing destinations as well as by locations of onward travel (such as popular bus stops, bus interchanges and train stations) to ensure cycling and public transport is integrated.

The type of cycle parking will depend upon the required use. Cycle parking facilities will be considered in two main categories:

- **Long stay** - for cycling commuters as well as shoppers, visitors and tourists. The type of facility for long stay spaces will be dependent upon the location and space. Secure parking such as bike lockers may be considered for town and district centres; these provide protection from the weather and are generally more secure than cycle stands. However, because they are larger than cycle stands, they are not suitable for all areas and cycle stands (covered, where possible) may be provided as an alternative.
- **Short stay spaces** - for people only likely to be visiting a destination briefly, for example brief shopping trips. Cycle stands are proposed for these cyclists and such facilities should be provided close to the entrances of buildings for convenience and security.

### 3.2.2 Other facilities

In many towns cycle hubs provide additional facilities alongside secure parking; these might include changing areas, lockers for clothing/personal belongings and bike repair services. There are currently no such facilities in Rotherham.

The Council proposes to investigate the potential for cycle hubs at key destinations and public transport facilities such as bus interchanges and train stations, and potentially work alongside cycle vendors to expand the services on offer in Rotherham. This would include charging infrastructure for e-bikes.

As part of this strategy the Council will also facilitate provision of supporting facilities such as changing areas and showers at employment sites by working with partners such as the Business Growth Board.

### 3.3 Infrastructure maintenance

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While in the longer term a comprehensive and high-quality cycle network is required in order to significantly increase cycling in Rotherham, in the short term there is a need to improve the maintenance of existing cycle routes. There are approximately 125km of cycle routes in Rotherham of varying standards; a survey in 2020 identified approximately 50% of the network was affected by worn markings, accumulation of debris and overgrowing vegetation – all of which discourages cycling. In order to address this a number of relatively low-cost interventions are proposed. These include:

- Renewing all worn markings, such as advisory and mandatory cycle lanes, and segregation lines on shared use footways. This will improve the visibility of cycle routes and lanes for both cyclists and car drivers.
- Cutting back overgrowing vegetation and removing weeds from on highway cycle routes, maximising their width and usability.
- Sweeping affected on-highway cycle routes to ensure they are free from litter and debris.

These measures will ensure that the existing network, while limited and of variable quality, is brought up to and maintained to a good standard, in order to maximise the attractiveness and usability of cycle routes for both utility and leisure purposes.

There is also a need to ensure cycle parking facilities are maintained to a good standard. The maintenance of cycle parking facilities has historically been limited. As a result, some is unappealing due to the collection of litter (particularly cycle lockers) or unusable due to damage.

It is proposed to include cycle lockers and stands, particularly in our town centres, within regular maintenance programmes, to ensure the cycle parking facilities are well maintained. To address this cycle storage provision will be reviewed and, once completed, a regular inspection and maintenance regime will be introduced to ensure that where units are provided they are fit for purpose.

## 4.0 Priorities for interventions

At present, cycling as transport is a niche activity in Rotherham; for example, only around 1% of trips to work are made by bicycle. Moreover, national travel survey evidence suggests cycling is an activity currently disproportionately enjoyed, in terms of number of trips and distance cycled, by the most affluent households – a group significantly underrepresented in Rotherham.

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Given this starting point, there will inevitably and understandably be a degree of scepticism as to whether cycling can really be an inclusive and effective means of transport in Rotherham. To address this, the first priority will be to invest in cycling in parts of the borough where there is good evidence that a much wider demographic than existing cyclists could take up regular everyday cycling. This means that there should be a demand for travel, combined with realistic expectations as to how far people may be prepared to cycle given how hilly the areas might be – hills, distance, journey time and weather are reported as material barriers to cycling by respondents to the consultation (2<sup>nd</sup>, 4<sup>th</sup>, 5<sup>th</sup> and 6<sup>th</sup> most common responses of 15 options), and whilst technical solutions (e.g. electric bicycles) might ease some of these, we must nevertheless be realistic as to the extent to which these barriers can be overcome if we are to achieve a cycling network that is effective and meets the needs of Rotherham's residents overall.

The objective is to demonstrate that cycling can be made more accessible and inclusive in Rotherham, such that a real uplift can be achieved. Once this is demonstrated, prioritisation can then be considered in terms of outcomes such as improved health or reduced car travel.

The best evidence for demand for travel is currently based on travel to work<sup>8</sup>. In time, there will be an understanding of other trips, as well as how commuting patterns may change in time, particularly should the increased in remote working seen during the COVID-19 restrictions continue. As such, the priority areas and actions will need to be periodically reviewed. That said, an approach led by travel-to-work data is supported by feedback to the consultation, which suggested commuting and business travel as having by far greatest potential for increased cycling amongst infrequent or non-cyclists in the Borough, relative to other journey purposes.

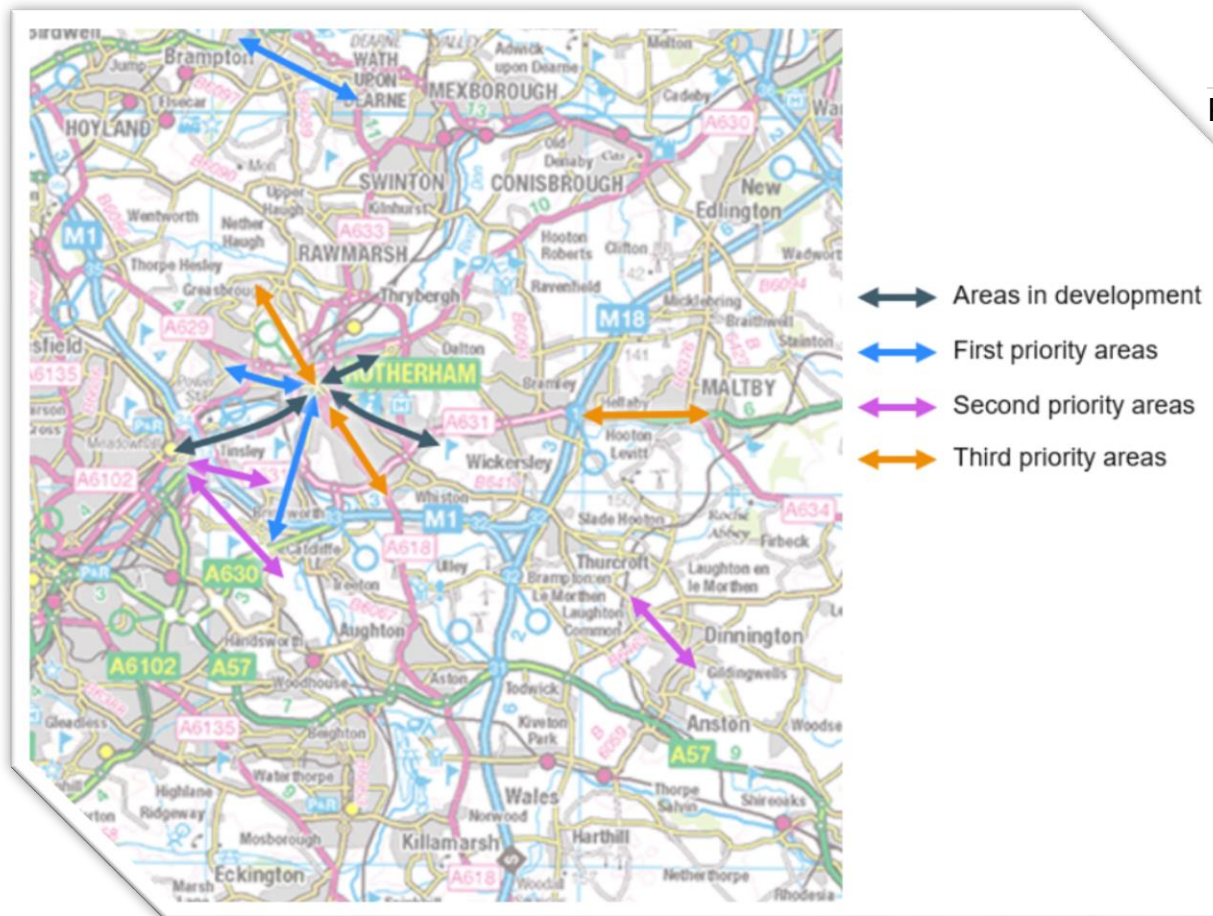
Whilst transport benefits associated with cycling tend to accrue from utility cycling being able to reduce car use, the consultation exercise indicated much greater public appetite to take up cycling for enjoyment or purely for health or fitness reasons. With the notable exception of commuting, cycling for other purposes or motivations were reported as being of less interest, especially amongst people cycling infrequently or not at all.

The approach will therefore be to support utility cycling, but to prioritise schemes and develop interventions to link into parks, greenspaces, and leisure routes. In light of this, and the approach of prioritising interventions where there is evidence of potential to

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<sup>8</sup> RMBC analysis of Propensity to Cycle Tool, 'Go Dutch' scenario

encourage existing infrequent cyclists to cycle more, we have refined our priority areas for intervention as follows –



### ***Areas in development***

- In liaison with Sheffield Council, Rotherham to Tinsley and Meadowhall
- Rotherham to Herringthorpe & Brecks, including links to Clifton Park & Herringthorpe Playing Fields
- Rotherham to Eastwood & East Dene, including links to Clifton Park & Herringthorpe Playing Fields

### ***First priority for pipelining***

- Rotherham to Masborough & Bradgate, including links to Bradgate Park and Ferham Park, and to National Cycle Network route 6.
- Brampton, West Melton, Wath and Manvers, including links into Manvers Country Park and to National Cycle Network route 62
- Rotherham to Brinsworth, including links into Canklow Woods

### ***Second priority for pipelining***

- In liaison with Sheffield Council, Brinsworth to Tinsley and Meadowhall, with links to National Cycle Route 67

- In Laughton and Dinnington, including links into Dinnington Community Woodland and to National Cycle Route 674
- In liaison with Sheffield Council, Meadowhall to the Advanced Manufacturing Park and Waverley

### ***Third priority for pipelining***

- Rotherham to Greasbrough, including links to Bassingthorpe Farm and Greasborough Park
- Rotherham to Moorgate, including links into Canklow Woods and National Cycle Route 6
- Between Maltby and Hellaby

The above list reflects the highest priorities based on funding known to be available, the strategic priority to maximise cycling uptake, and potential for both utility and leisure cycling highlighted above. However, this should not be read as constraining activities to these areas. We will be agile to respond to local needs and opportunities as they arise, and funding opportunities as these become available. In particular, we will respond to improved understanding public attitudes and aspirations in respect of cycling, especially from people who cycle infrequently or never. These factors may mean work progressing in a different order, or in different areas, than outlined above.

## 5.0 Promotional measures

To maximise the potential for cycling and use of cycle infrastructure, and get best return on investment, promotional measures are required to. Research from Sheffield Hallam University suggests that promotional measures alongside high quality cycling infrastructure is the most effective combination in encouraging and enabling cycling. Therefore subject to available funding, the Council will continue to invest in, and work with partners to deliver, interventions such as:

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- **Rotherham Mobile Cycle Hub** (see below) - visits businesses, organisations, local communities, town centres and events offering:
  - free electric and pedal bike loans
  - free bike check-ups and repairs
  - free cycle training for adults and families.
- **Active travel in schools** - promotes and encourages cycling and walking to school through a range of engaging events and activities.
- **Beat the Street** – which encouraged walking and cycling by targeting local communities and schools to engage children and families in a one-month, game-style challenge.
- **Local cycling events** – to raise awareness of cycling and the benefits.
- **Personalised travel planning** - offering information and advice on how to use public transport and active travel in combination to complete longer journeys.
- **Cycle training in schools** - offered in primary schools across Rotherham.
- **Road Safety in Schools** – highlighting the importance of road safety and encouraging pupils to travel safely and sustainably through a range of activities and campaigns.



This package of services has been extremely popular and valuable in supporting Rotherham residents and workers to cycle. The Council will review and focus these measures in light of consultation responses to better meet community need – in particular, to support improved access to cycles amongst people not currently cycling but who may be interested in starting, and to improve knowledge of available routes amongst infrequent cyclists.

Rotherham Council has ambitions and aspirations to expand a number of these projects and extend the programme of promotional measures on offer to fully support the proposed investment in cycle infrastructure. The Council will work with key partners for example in health, sport and leisure among others to maximise the opportunities and benefits of our projects for all residents and workers in Rotherham.

However, this will rely on Rotherham Council, alongside the South Yorkshire Mayoral Combined Authority longer-term funding for promotional projects.



### The Rotherham Mobile Cycle Hub

The Rotherham Mobile Cycle Hub is a well-established project that has been successfully encouraging and enabling cycling for a number of years.

The hub visits businesses and organisations, local communities, town centres, parks and events offering a range of services including:



- Free electric and pedal bike trials - high-quality bikes are provided to participants for up to three months to try cycling, in particular to work. Long term trials help participants enjoy the full benefits of cycling, and potentially save money on commuting. The service is in high demand and has resulted in 92% of participants continuing to cycle afterwards.
- Free bike check-ups and repairs - Dr Bike sessions are offered at the Hub, allowing people to bring along a bike for a check-up. Minor repairs are undertaken, and participants are referred to local bike shops for more major repairs. This service has proved to be extremely popular and valuable for Rotherham residents and workers.
- Free adult and family cycle training - A range of one-to-one and group cycle training, including off road sessions at parks and on-road sessions. Instructors advise on issues such as positioning in the road and tackling junctions as well as planning routes with participants.

### Wheels for All

Rotherham is working with the charity Cycling Projects to establish a Wheels for All Hub in Rotherham. The Wheels for All initiative is a national project that encourages all children and adults with disabilities to try cycling.



The Wheels for All Hub will offer a range of specially-adapted and accessible bikes for sessions where disabled residents can cycle in a safe and controlled environment and ride leaders are available to support and assist. The hub will welcome all individuals, groups and families.

## 6.0 Monitoring and evaluation

Monitoring and evaluating of both infrastructure and promotional projects will ensure the Council can accurately determine cycling levels, modal shift and attitudes towards cycling. This in turn will provide a good evidence base from which to determine future projects and to support the case for future funding.

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Some of the interventions may be relatively new to Rotherham, or to the UK; there is a need to understand public response to these so we know what works well, and less well, for people in Rotherham. To ensure the Council can commit to the level of analysis required to achieve this monitoring and evaluation, capabilities will become a requirement of all scheme and programme bids and designs.

A robust monitoring regime will be put in place to evaluate the impact of infrastructure projects and promotional interventions. This regime will align to the Council's priorities in this strategy and for the cycle network. The monitoring of cycling levels will be key and it is proposed that a more extensive network of automatic cycle counters be created, initially targeting those areas and cycle routes which are a high priority for interventions.

Depending on available funding, it is also proposed invest in the technology to ensure that the data is of the highest quality. The Council will also work alongside Sheffield City Region to ensure a regional monitoring and evaluation plan for the Active Travel Implementation Plan meets the needs Rotherham our ambitions to create for a comprehensive and high-quality cycle network.

The cycle infrastructure projects being introduced will be evaluated to ensure they meet the aims and objectives of this strategy and are aligned to the goals in the Sheffield City Region Transport Strategy. The length and number of cycle routes implemented and the treatment of areas to provide an environment that encourages and enables cycling will also be monitored, as this will be an indicator of the Council's ambitions to provide a high quality, comprehensive, safe and accessible network.

Promotional projects will be monitored to evaluate their effectiveness in encouraging and enabling cycling. The uptake of the services on offer such as bike hire, bike check-up and repairs and cycle training will be monitored alongside the participation in activities and events. The travel habits of those engaged with will also be surveyed to determine the success of projects in encouraging a shift towards cycling.



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# **ROTHERHAM CYCLING STRATEGY**

Consultation Analysis Report

November 2021

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## Executive summary

A public consultation into the proposed Rotherham Cycling Strategy was held on-line between 2<sup>nd</sup> July, and 27<sup>th</sup> August 2021. This consultation sought to understand public views, needs and desires in respect of cycling to inform the final draft of the strategy.

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The consultation process received 86 responses, including 74 from within Rotherham. This document provides an analysis of findings, along with an indication of changes made to the strategy document in response to the consultation findings.

The consultation identified a number of key aspects of cycling in Rotherham at the present time and provided useful insights into peoples' views on the role cycling currently does, and in future could, play in their day to day lives.

Key lessons from the consultation are that: -

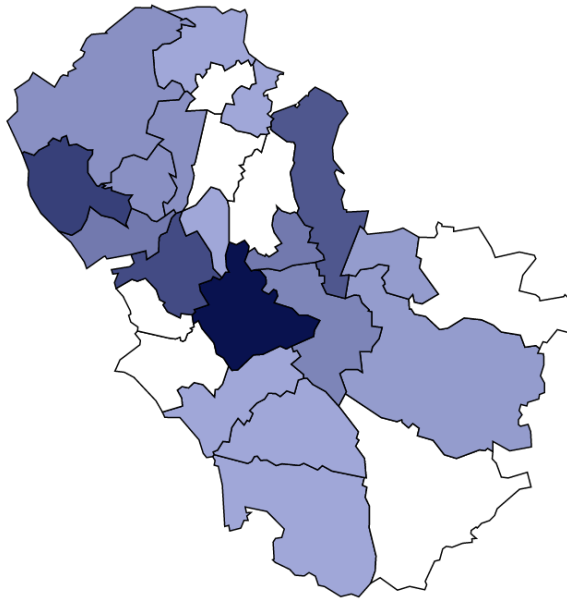
- There needs to be more engagement with local communities to gain a better understanding of how cycling as a travel choice can be improved, especially in areas with low cycling uptake
- The greatest scope in increasing cycling is by people already cycling, there is therefore a need to understand more about the needs of non-cyclists
- Individual benefits such as for enjoyment and especially health motivate more than the wider benefits to society such as environmental or congestion reduction - though these cited by a minority of people, especially less frequent cyclists.
- Danger from traffic is seen as the biggest barrier to cycling. This suggests the strategy's main focus should be not only on effective measures for actual but also perceived safety.
- Not having a bicycle was the second most cited barrier amongst non-cyclists. A lack of information on existing routes which was seen as a notable barrier for infrequent cyclists, though not for non-cyclists.
- A significant minority of non-cyclists and infrequent cyclists saw trip length, topography, weather and journey time as a barrier to cycling.
- Punitive measures such as higher parking charges were seen as unlikely to encourage more cycling. Instead, more cycle paths are seen as the single most effective intervention with the second being traffic volume reduction which was seen as considerably more important than slower traffic. This reinforces the focus of the proposed Rotherham Cycling Strategy.

## Profile and representativeness of respondents

### *Locations of respondents*

The consultation provided 86 responses were received. The majority of these, 74, were based in Rotherham, with a further 8 and 4 responses received from Sheffield and Barnsley respectively. The distribution of responses from within Rotherham is shown in the plan below, with darker colours indicating a greater response rate. Wards marked white supplied zero responses to the consultation.

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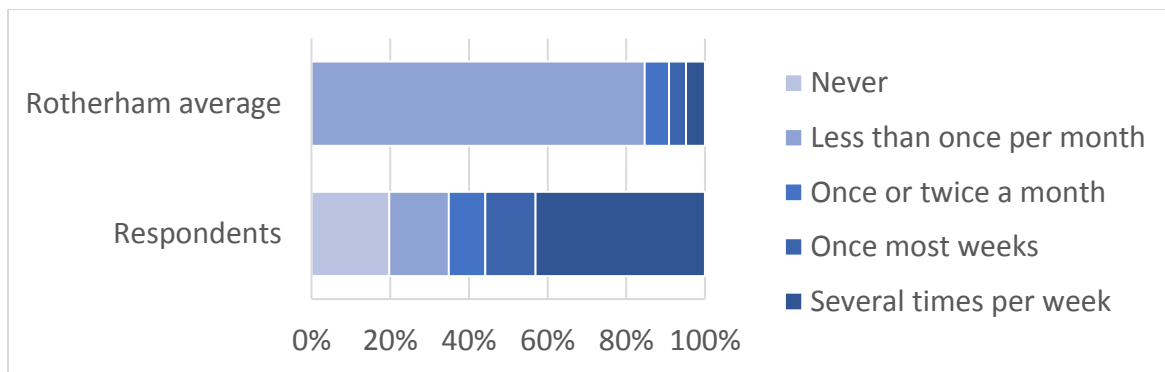
Notably, while there was relatively good response rate from the central Rotherham wards in terms of respondents. Nearby, Brinsworth and Rother Vale wards do not provide any respondents.

Other areas identified as priorities for interventions saw sparser levels of response. There was no feedback from Maltby East and only 2 responses from Maltby West. Similarly, with Dinnington having no responses from Anston and Woodsetts, and only two from Dinnington Ward. Whilst there are 3 responses from nearby Hoover ward, there is only 1 for Wath Ward and none for Swinton Rockingham.

**Key point** – areas of greatest (modelled) potential for cycling are underrepresented in the consultation feedback.

### *Existing cycling behaviour of respondents*

Respondents' self-reported existing cycling behaviour is illustrated in the chart below. The cycling behaviour reported in Rotherham by the Active Lives Survey is provided as a comparison. Note the Active Lives Survey does not permit respondents to report that they never cycle.



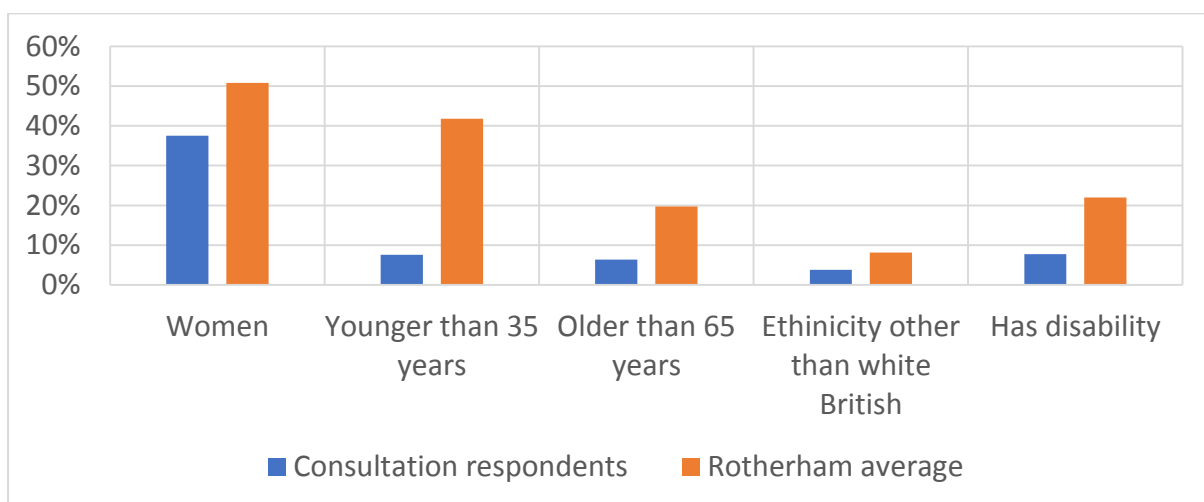
Around half the respondents cycle frequently, compared to just 9% of Rotherham's population. The remainder were split evenly between cycling occasionally (no more than once or twice a month) or never.

**Key point** – the survey response over-represents the views of existing cyclists, and greatly under-represents the majority of Rotherham's citizens who cycle infrequently.

The above data is used in some of the subsequent analysis to weight responses by existing cycling behaviour, in line with the Rotherham averages. Whilst these weighted averages should be treated with caution given the low response rate, this is intended to provide a more representative insight in terms of feedback to reduce the risk of the cycling strategy being unduly influenced by an enthusiastic minority.

### Equalities monitoring

Respondents were asked to provide demographic information. This was then compared with Rotherham's population as a whole, below.



As can be seen, respondents were markedly more likely to be male, middle aged, white British and not disabled, relative to the population in Rotherham as a whole.

**Key point** – *the survey response under-represented minority and/or marginalised groups. This highlights that, without more intensive engagement to understand community needs, work to improve cycling activity risks inadvertently reinforcing inequalities and may, without further engagement, not meet the needs to key and/or large groups of people.*

## **Conclusions**

Caution in interpretation of the findings is required on account of a number of points -

- A low response rate gives a low level of confidence in findings;
- The response does not particularly reflect areas of greatest (modelling) uplift in cycling;
- The response over-represents existing cyclists, and especially frequent cyclists;
- More generally, the response does not reflect Rotherham's population as a whole, and notably under-represents key (and large) groups of people of protected characteristics.

The lack of representative engagement in the consultation raises a challenge in successful delivery of the strategy, both in terms of ensuring the Council's work meets the needs of the whole community and avoids widening inequalities, but crucially in meeting the need to get people who don't cycle frequently to do so more. Recognising this weakness, additional text is included in Section 3.1 of the strategy, to emphasise for need for engagement with local communities to ensure local need is met.

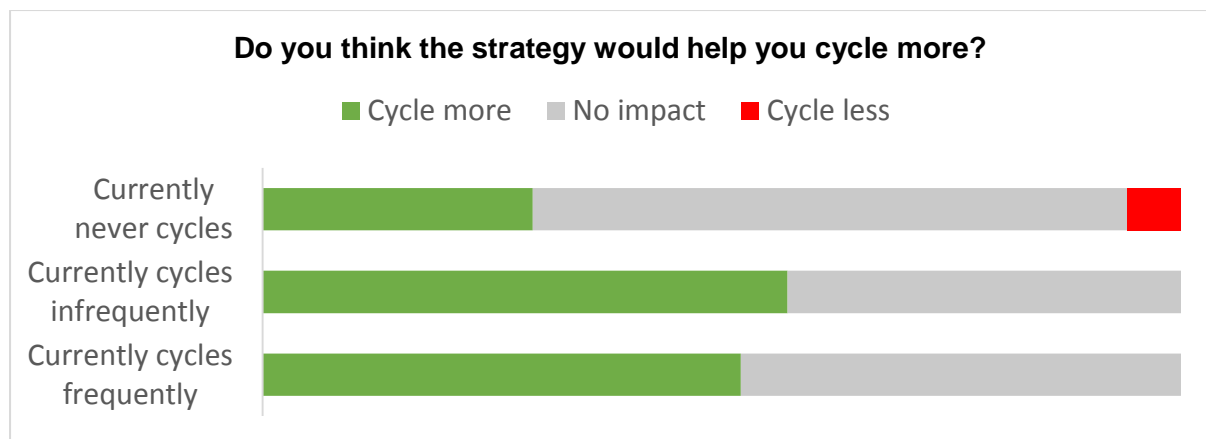


## Potential shifts in travel behaviour

### *Potential for people to cycle more*

Respondents were asked whether they felt the cycling strategy will help them cycle more. For existing cyclists, whether cycling frequently or not, around half felt it would enable them to cycle more, with infrequent cyclists identifying greater scope to cycle more. This fell to around a quarter for those never cycling. Leaving aside one implausible response, the remaining respondents considered the strategy would have no impact.

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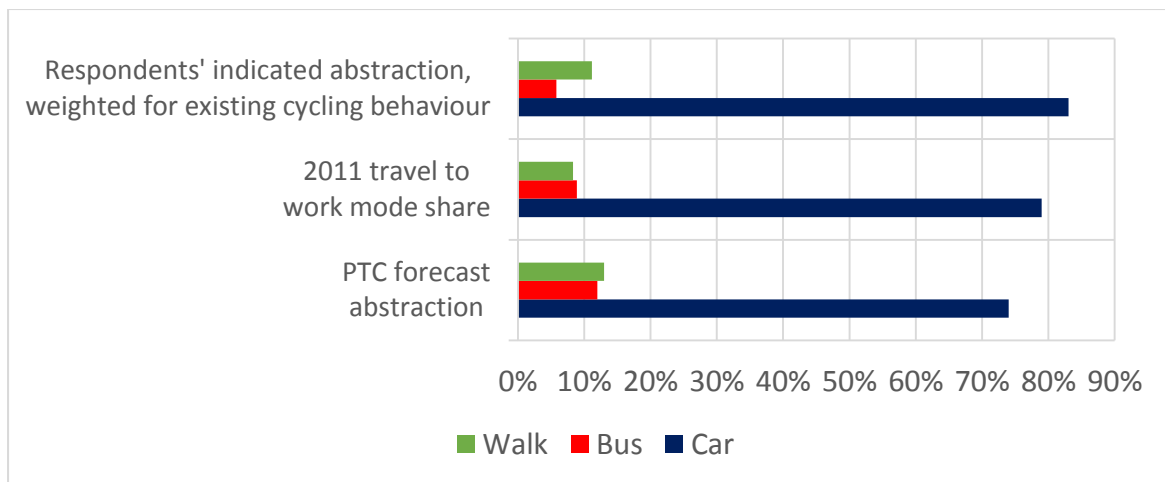
Of people responding that they presently cycle infrequently or not at all, and that the strategy would have no impact on their cycling, analysis of free-text response did not reveal any common threads, except some people commented that the highlighted priority areas were not where they lived.

### *Potential for mode shift*

Respondents were asked, if they did feel they would cycle more, how might they travel in the absence of the strategy. The purpose of the question being to understand the potential for mode shift (change of travel choice to cycling).

Around 12% of respondents indicate they would simply travel more, rather than shift modes. All of these reported they were existing frequent cyclists. When responses are weighted to reflect the proportions of existing cyclists in Rotherham, this falls greatly, with 98% of respondent indicating they would shift modes for existing trips, rather than travel more.

Of people indicating they would shift modes, when adjusted based on reported existing cycling behaviour, a clear majority indicated they would shift from cars, rather than from public transport or walking. The weighted response is compared to the existing travel-to-work mode share in Rotherham, and the abstraction predicted by the 'Propensity to Cycle Tool' Go Dutch scenario, in the table below.



This analysis supports the potential rates of abstraction predicted by modelling, and taken at face value, that there may be potential for greater abstraction (change) from car and less abstraction from bus than forecast.

### **Conclusions**

Based on the response to the consultation, the greatest scope to increasing cycling appears to be to get people already cycling, especially infrequently, cycling more. There appears to be greater scope amongst infrequent cyclists to increase cycling rates, and to do so by in a manner which abstracts (transfers mode) from car use - which is required to deliver on transport benefits.

However, people cycling less than once a month make up 85% of Rotherham's population (it is not known how many of these never cycle). Given this, and that this group is most likely to be in need of (for example) improved levels of activity, benefits may be severely undermined if the needs of non- or particularly infrequent cyclists are not understood and met.

On the flip side, if the needs of non- and infrequent cyclists are more effectively met, a greater abstraction from car trips might be possible than models might suggest.

Reflecting these competing considerations, the strategy has been updated (section 2.1) to reflect the difficulty in encouraging non-cyclists to take up cycling. The approach and prioritisation has been refined to support areas in which there is evidence of both existing and potential increase in cycling, with a view to enabling infrequent cyclists to cycle more and so improve perceptions of cycling beyond the core of frequent cyclists.

## Motivations, barriers and facilitators of cycling

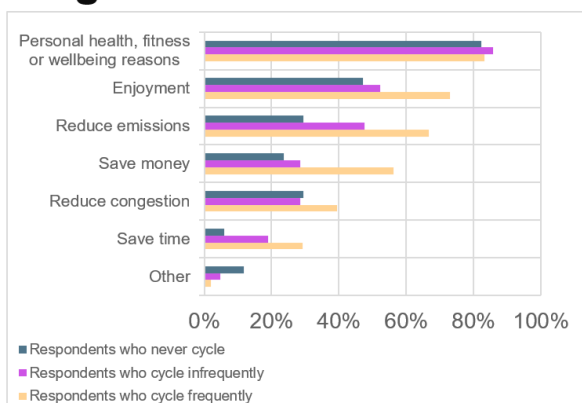
In order to understand how the strategy might be improved to maximise benefits, respondents were asked three questions –

- What do you think are the most important reasons to cycle? (Motivations);
- Which of the following put you off cycling? (Barriers); and,
- What is most likely to encourage you to cycle more? (Facilitators)

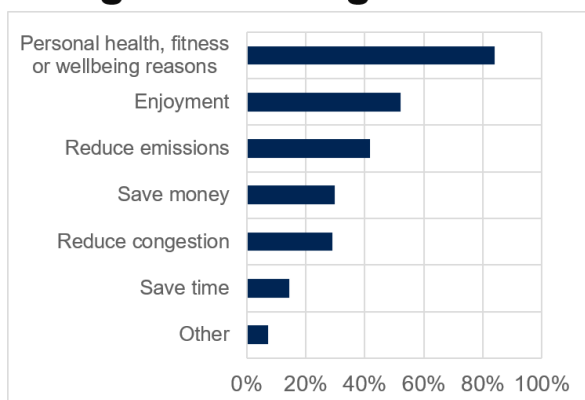
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### Motivations

#### Segmented



#### Weighted average



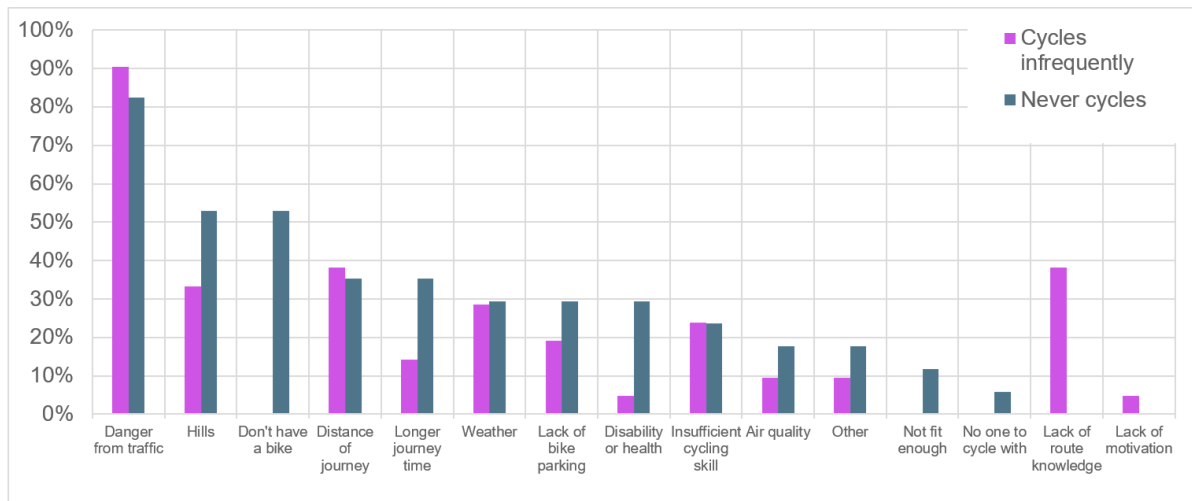
Respondents reported personal benefits around health, fitness and enjoyment motivate people to cycle more, rather than personal transport benefits (saving time or money) or wider social benefits (reducing emissions or congestion). This was particularly the case for people who do not already cycle frequently.

**Key point** – *Personal benefits (enjoyment and especially health) motivate more than societal benefits. If increasing cycling is the aim, a change in focus to health and leisure within the strategy may perform better than a utility-led approach.*

## Barriers

Those respondents who indicated they cycled infrequently or never were asked which, of a list of factors, put them off cycling. Respondents could tick all which applied. The results are illustrated below.

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Danger from traffic was cited as the most significant barrier.

Lack of access to bikes was cited as a major barrier for non-cyclists – the second most-cited barrier amongst this group. A lack of information regarding available routes presents a more significant barrier for infrequent cyclists.

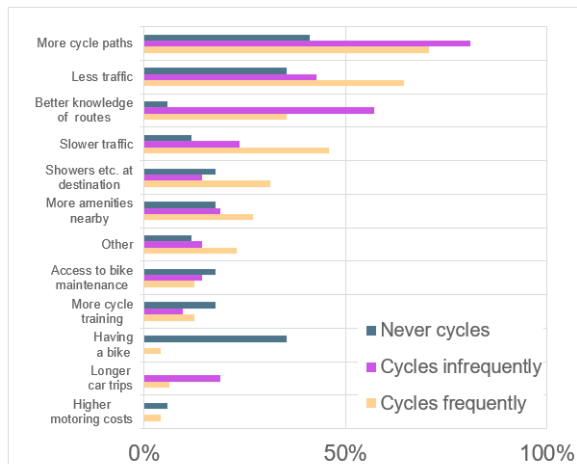
The next most commonly cited barriers, though cited significantly less than danger from traffic and typically less often by infrequent cyclists than non-cyclists, were physical constraints on cycling as a mode of transport such as topography, trip distance or time, or the weather.

**Key point** – *Danger from traffic was cited as the greater barrier to cycling by those not already cycling frequently.*

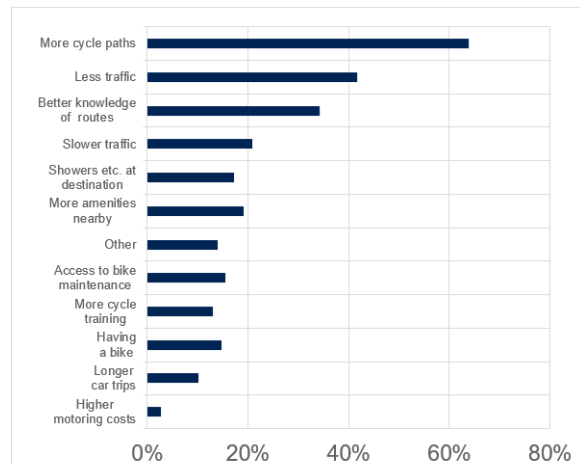
## Facilitators

Respondents were asked which of a given list of interventions was most likely to encourage them to cycle more. Responses are illustrated in the table below.

### Segmented



### Weighted average



The two most common facilitators of cycling cited were construction of more cycle paths, and reduced traffic volumes.

For people not cycling, the second most common facilitator cited was simply having a bike. For infrequent cyclists, the second most common facilitator cited was better knowledge of routes.

Reduced traffic speeds were only cited as facilitating cycling by around a fifth of the respondents when adjusted to attempt to reflect the balance of existing cycling levels in Rotherham, suggesting a change in emphasis away from managing from speed and towards providing separated cycle paths and/or managing traffic volumes is required to enable cycling.

Introduction of measures to inconvenience or otherwise penalise motorists were the least cited measures in respect of encouraging cycling.

**Key point** – Construction of cycle paths and traffic volume reduction are reported as being most likely to encourage cycling. Reducing traffic speed is reported as being less significant as might be traditionally thought.

## Conclusions

Key conclusions in respect of motivations, barriers and facilitators are -

- Personal benefits (enjoyment and especially health) motivate more than societal benefits.
- Amongst infrequent or non-cyclists, danger from traffic was cited as the most significant barrier.

- For non-cyclists, the second greatest barrier was lack of access to a bike. For infrequent cyclists, this was lack of information or knowledge of available routes.
- Constraints of trip length / time, topography or weather were cited as the next most significant barriers to cycling.
- Construction of cycle paths and reduced traffic volumes were cited as the most important interventions to facilitate cycling, which has good alignment with the proposed strategy.
- Measures to deter motoring are unlikely to be effective in encouraging cycling in and of themselves (though it is noted that measures to e.g. reduced traffic volumes may have or be perceived to have that effect).

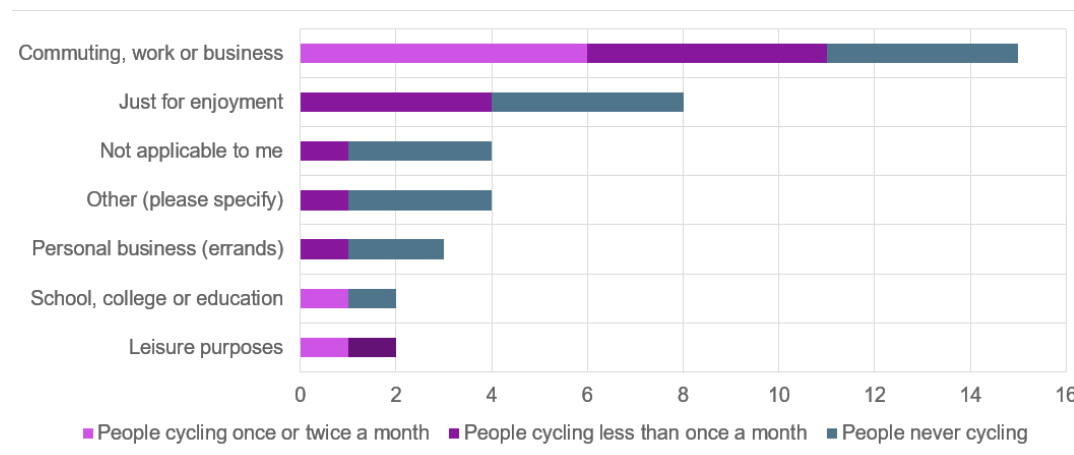
In response to these findings, the following changes have been made to the strategy

- Section 4.0 is updated to reflect strategic need to prioritise utility cycling to deliver transport benefits, but also to prioritise / design schemes to support leisure cycling given this appears to better motivate people to cycle.
- Additional text is also included in the strategy to emphasise the need for focus on measures addressing actual or perceived danger from traffic, especially measures to provide separate cycleways and those to reduce traffic volumes – with management of traffic volumes highlighted as more important than managing traffic speed.
- Additional text has been added to reflect a need to re-prioritise ‘softer measures’ activity in light of findings above, and to highlight that the response indicates measures to deter motoring are unlikely to facilitate cycling in and of themselves.

### For what purpose, and over what distance, might people cycle more?

Respondents were asked to indicate for what purpose they thought they might cycle more. The chart below illustrates the response, broken down by exiting cycling behaviours.

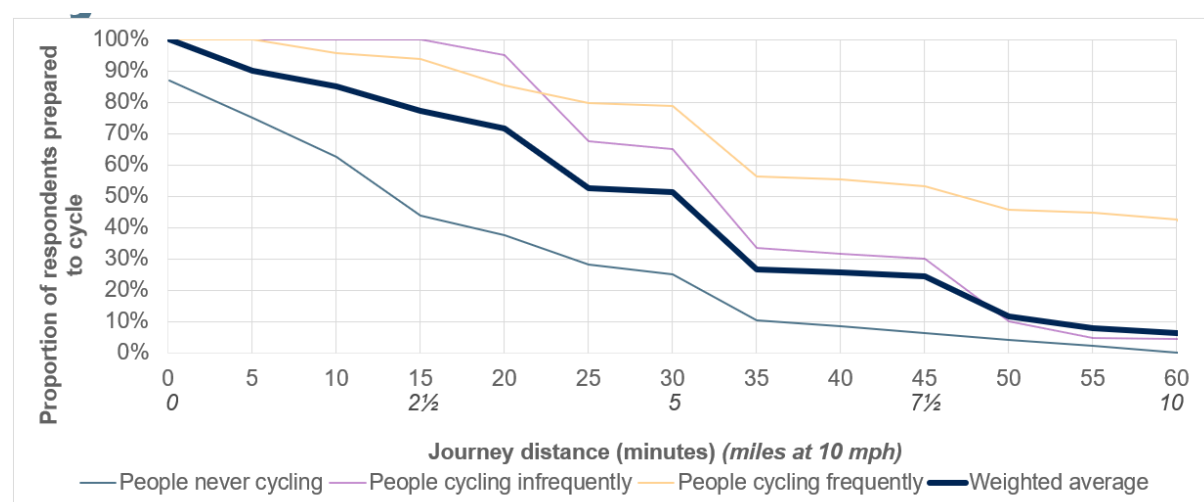
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Commuting & business seen as trip purposes with greatest scope for cycling, with cycling for 'its own sake' the second most significant purpose. Other trip purposes seemingly not seen as viable for cycling – though it should be noted only one purpose could be specified.

### How far would you cycle?

Respondents were asked how far they felt it reasonable for them to cycle, in minutes. The results are shown by the chart below – the height of the line representing the proportion of respondents considering the distance on the horizontal axis to be acceptable to cycle.



Taking the weighted average, the median acceptable cycling distance is around half an hour, or around 5 miles at 10mph average. However, there is considerable variation, with existing cyclists considering much greater distances to be reasonable

to cycle, and non-cyclists generally considering an acceptable cycling distance to be much shorter. 13% of non-cyclists considered no distance to be suitable for cycling.

## **Conclusions**

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Commuting and business were cited as trip purposes with greatest scope for cycling. This finding has good alignment with the method of prioritising interventions based on travel to work data

Additional text has been added to reflect this, and the apparently considerable appetite for cycling ‘for its own sake’ corroborated by other responses. Risks around an apparent lesser appetite for other utility cycling is also covered in the revised text.

Text has been added to highlight that the response is consistent with observed cycling behaviours in high cycling places such as the Netherlands, but also to emphasise that non-cyclists have lower expectations of reasonable levels of cycling and frequent cyclists have markedly higher expectations relative to the weighted average or to mass cycling behaviours observed elsewhere.

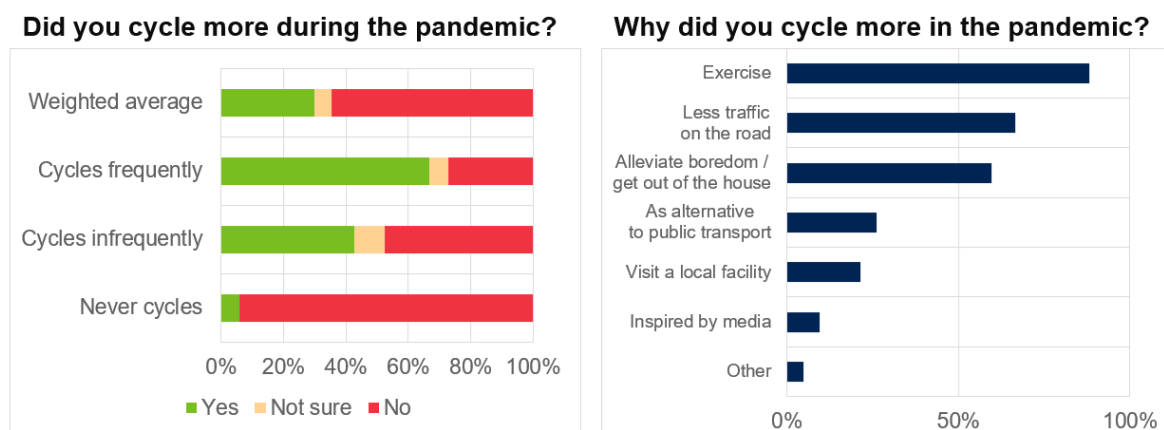
Therefore, additional text has been added to highlight the need for realism in respect of potential for cycling, especially when encouraging non-cyclists – but also more positively to highlight that potential for cycling might be greater than regional policy suggests.



## Cycling during the pandemic

RMBC traffic monitoring revealed an increase in cycling during part of the global coronavirus pandemic. To understand what prompted this, and to learn any lessons that might inform strategy development, respondents were asked if they cycled more, and for what purpose. The results are summarised below.

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The response indicates that existing cyclists cycled more during the pandemic, but there appears to be little uptake in cycling by those not cycling. Note that anyone not cycling prior to the pandemic but who has taken it up and had stayed in the habit at the point of consultation would report as being an existing cyclist. The greatest increases were recorded by frequent cyclists.

Exercise and to get out of the house were both cited as significant reasons to cycle more. The second most common reason was cited as reduced traffic levels (resulting from lockdowns). This may in part be reflective of these being amongst the few reasons permitted to leave the house during stricter periods of lockdown. Relatively few cited taking up cycling as an alternative to public transport.

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**APPENDIX 1****PART A - Initial Equality Screening Assessment**

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

A **screening** process can help judge relevance and provide a record of both the process and decision. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality and diversity
- whether or not equality and diversity is being/has already been considered, and
- whether or not it is necessary to carry out an Equality Analysis (Part B).

Further information is available in the Equality Screening and Analysis Guidance – see page 9.

**1. Title**

**Title: ROTHERHAM CYCLING STRATEGY 2021**

**Directorate:**  
Regeneration and Environment

**Service area:** Transportation  
Infrastructure

**Lead person:** Andrew Moss

**Contact number:** 01709 822968

Is this a:

☒

**Strategy / Policy**

☐

**Service / Function**

☐

**Other**

**If other, please specify**

**2. Please provide a brief description of what you are screening**

The Rotherham Cycling Strategy is a document setting out the Council's aims and objectives to maintain its existing cycling network and to outline how it intends to expand, maintain and operate the cycling network for the benefit of road users.

### 3. Relevance to equality and diversity

All the Council's strategies/policies, services/functions affect service users, employees or the wider community – borough wide or more local. These will also have a greater/lesser relevance to equality and diversity.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, disability, sex, gender reassignment, race, religion or belief, sexual orientation, civil partnerships and marriage, pregnancy and maternity and other socio-economic groups e.g. parents, single parents and guardians, carers, looked after children, unemployed and people on low incomes, ex-offenders, victims of domestic violence, homeless people etc.

Questions	Yes	No
Could the proposal have implications regarding the accessibility of services to the whole or wider community? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	x	
Could the proposal affect service users? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	x	
Has there been or is there likely to be an impact on an individual or group with protected characteristics? <i>(Consider potential discrimination, harassment or victimisation of individuals with protected characteristics)</i>	x	
Have there been or likely to be any public concerns regarding the proposal? <i>(It is important that the Council is transparent and consultation is carried out with members of the public to help mitigate future challenge)</i>		x
Could the proposal affect how the Council's services, commissioning or procurement activities are organised, provided, located and by whom? <i>(If the answer is yes you may wish to seek advice from commissioning or procurement)</i>		x
Could the proposal affect the Council's workforce or employment practices? <i>(If the answer is yes you may wish to seek advice from your HR business partner)</i>		x
If you have answered no to all the questions above, please explain the reason		

If you have answered **no** to **all** the questions above please complete **sections 5 and 6**.

If you have answered **yes** to any of the above please complete **section 4**.

#### 4. Considering the impact on equality and diversity

If you have not already done so, the impact on equality and diversity should be considered within your proposals before decisions are made.

Considering equality and diversity will help to eliminate unlawful discrimination, harassment and victimisation and take active steps to create a discrimination free society by meeting a group or individual's needs and encouraging participation.

Please provide specific details for all three areas below using the prompts for guidance and complete an Equality Analysis (Part B).

- **How have you considered equality and diversity?**

The report seeks approval to consult on the Council's draft cycling strategy; arrangements will be made to ensure that key road user groups especially those representing protected characteristics for people experiencing mobility constraints, the elderly and the young will be consulted.

When the strategy is formally adopted at a later stage it will result in infrastructure schemes being delivered and programmes of activity (education and safety training for example) being commissioned. It is proposed that all schemes will receive an Equality Screening and where deemed necessary will progress to a full Equality Assessment. This will ensure all schemes are designed and constructed to take account of the needs of all road users.

The public consultation did not raise issues with adoption of the strategy from an equalities perspective. However, the response to the consultation was relatively small, and relatively unrepresentative of Rotherham's population. Self-reported demographic data suggested significant underrepresentation of groups with protected characteristics including women, the young, the elderly, those with disabilities and people other than white British ethnicity. This does mean there is a level of uncertainty in respect of equality impacts of implementation of the strategy. Therefore, additional text is included in the strategy to be adopted, recognising this weakness and the need for further work as works pursuant to the strategy are developed to ensure these works are designed and constructed to take account of the needs of all road users.

- **Key findings**  
**Age (older people)**

Population forecasts indicate that the number of older people in the Borough is set to increase in the future.

Older people can encounter physical barriers, such as trip hazards from uneven surfaces, crossing busy roads, and difficulties boarding and alighting buses and using steps at railway stations. The report does not focus specifically on this group as a range of ability levels exist within it. The strategy does reflect a background duty on infrastructure scheme designers to ensure all road user needs are accommodated wherever possible. This ensure the type of obstacles older people encounter on the

highway are identified and addressed where feasible to do so.

### **Age (younger people)**

Access to school and appropriate crossing points on busy roads may have a higher impact on younger people. Cycling on the local road network presents very specific risks for young people. The strategy outlines the work the council will be doing to provide education programmes for young people and also cycle training.

### **Disability**

The term 'disabilities' covers a multitude of issues, such as physical mobility and sensory problems, as well as learning difficulties. Therefore the transport needs of people with disabilities are wide-ranging and require numerous solutions when planning and developing accessible road safety schemes.

Both national and local data acknowledges that transport issues have a significant impact on the lives of people with disabilities. Disabled people tend to travel and drive cars less often than the rest of the population. In fact the most common mode of travel for people with disabilities is as a car passenger. People with disabilities can also experience problems in using public transport, with issues such as inaccessible bus stops, stations, and vehicles. The strategy contains a section outlining the Council's current and future engagement with the Wheels for All initiative which aims to improve availability of cycling for disabled people.

### **Race/Ethnicity**

The Race Relations (Amendment) Act 2000 places a general duty on public authorities to actively promote race equality. The Council's own practices recognise that there is a need for equality of access to information and services.

### **Gender**

Evidence from national surveys indicates that women in general have less access to cars than men, and are more likely to use public transport. Women also undertake more supervising journeys than men, whether this is with young children or as a carer.

The Equality Act places a legal duty on local authorities to eliminate unlawful harassment or discrimination, and to promote equality between men and women. In terms of road safety, this includes considering the needs of escort journeys with young children.

### **Sexual Orientation**

There is no evidence available to suggest that there are specific transport access needs with regards to sexual orientation.

#### **• Actions**

Undertake Equality Impact Assessments on larger schemes as they are developed.

Date to scope and plan your Equality Analysis:	10 <sup>th</sup> February 2021
Date to complete your Equality Analysis:	10 <sup>th</sup> February 2021
Lead person for your Equality Analysis (Include name and job title):	Andy Shearer, Engineer.

## 5. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening:

Name	Job title	Date
Andrew Moss	Interim Head of Transport Infrastructure	10/02/2021

## 6. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given.

If this screening relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy of **all** screenings should also be sent to [equality@rotherham.gov.uk](mailto:equality@rotherham.gov.uk) For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

<b>Date screening completed</b>	<b>10<sup>th</sup> February 2021</b>
<b>Report title and date</b>	Rotherham Cycling Strategy 2021-22
<b>If relates to a Cabinet, key delegated officer decision, Council, other committee or a significant operational decision – report date and date sent for publication</b>	24 <sup>th</sup> January 2022
<b>Date screening sent to Performance, Intelligence and Improvement</b> <a href="mailto:equality@rotherham.gov.uk">equality@rotherham.gov.uk</a>	11 <sup>th</sup> February 2021

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#### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact:** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions*, *increases emissions*, or has *no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

- 
- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the assessment

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	No impact on emissions				
Emissions from transport?	No impact on emissions		The decision to adopt the strategy will not impact emissions in and of itself, but a reduction in transport emissions could be expected upon implementation of actions arising from it. Further detail below.		
Emissions from waste, or the quantity of waste itself?	No impact on emissions				
Emissions from housing and domestic buildings?	No impact on emissions				
Emissions from construction and/or development?	No impact on emissions		The decision to adopt the strategy will not impact emissions in and of itself, but an increase in construction emissions might be expected upon implementation of actions arising from it. Further detail below.		

Carbon capture (e.g. through trees)?	No impact on emissions				
Identify any emission impacts associated with this decision that have not been covered by the above fields:					
<p>The decision to adopt the strategy will, in and of itself, have negligible impact on carbon emissions. Subsequent delivery of schemes, and realisation of outcomes, can be expected to deliver carbon impacts as set out below, but these are noninherent consequential from adoption of a strategy in and of itself.</p> <p>Were the strategy hypothetically deliver in full immediately, the Propensity to Cycle Tool[1] forecasts a saving of 2.9 kt CO<sub>2</sub> p.a. from all commutes into, out of or within the Borough, in a scenario where cycling were as common as in the world leading cycling nation (the Netherlands), accounting for commute trips lengths and topography in Rotherham.</p> <p>Applying factors to account for non-commuting trips based on proportions of cycle miles travelled for differing purposed in England [2] and the Netherlands [3], and assuming this additional cycle travel abstracts from car use at the same proportion as for commutes, gives an estimated saving for all trip purposes of 8.8 – 12.0 kt CO<sub>2</sub> p.a.</p> <p>This amounts to approximately 1.4-1.9% of transport emissions in Rotherham [4], or an estimated 2.5-3.4% of car emissions in the Borough [5].</p> <p>A number of caveats should be applied to these numbers –</p> <ul style="list-style-type: none"> <li>• There is uncertainty around non-commuting travel patterns, as well as any sustained impacts on travel following the COVID-19 pandemic;</li> <li>• The commute carbon savings include for carbon saved in adjacent districts on cross boundary trips, including that outside of Rotherham;</li> <li>• Fixed travel demand is assumed, however in there may be second order effects that might impact on demand for travel or use of cars - for example – <ul style="list-style-type: none"> <li>○ Reductions in congestion resulting from mode shift to car to cycle may encourage new or longer car trips in the same way provision of new road capacity can be expected to induced demand; and,</li> <li>○ Mode shift from public transport to cycle may undermine commercial viability of bus services and may result in reduced services; this may result in reduced bus mileage (and a carbon saving) and increased car mileage (and so additional carbon emissions).</li> </ul> </li> </ul>					

- Savings will be eroded over time if / where alternative decarbonisation policies (e.g. shift to electric vehicles, travel demand management) reduce carbon emissions in the counterfactual 'no cycling uplift' scenario (i.e. carbon can only be saved once);
- Uptake of e-bikes and/or e-scooters may enable more and/or longer trips to shift from car to cycle than forecast. The Propensity to Cycle Tool scenario quoted considers e-bike usage as it stood in the Netherlands in 2010-2016. Future impacts of e-bikes are uncertain – the Propensity to Cycle tool includes an 'e-bikes' scenario based on behaviours in the Netherlands in the period 2013-2016. This is thought to overstate likely potential amongst the general population as this is likely to reflect enthusiastic behaviour of early adopters, however, the estimate of approximately a doubling of carbon savings might give a useful if likely optimistic estimation of the additional potential saving;
- Delivery of the strategy will be heavily dependent on Government funding. The national Transport Decarbonisation Plan [6] estimates just 0.1 – 0.5% of surface transport emissions saved by the plan in the period 2020-2050 to result from active travel activity (walking and cycling). Whilst this in part will reflect savings achieved in the 'no active travel policy' counterfactual by (in particular in the context of that plan) electric car deployment, it also appears to relate to a lesser ambition / less of commitment to delivery than would be required to achieve the savings estimated above.

Additional carbon emissions can be expected by construction of cycling infrastructure. No local figure sare available for this, but the International Energy Authority estimates, for a scenario in which approximately 5% of car emissions are saved globally by shifts to walking and cycling by 2030, these additional emissions would amount to less than 5% of the emissions savings in the period to 2050 [7].

These impacts will be subject to Carbon Impact Assessment as individual schemes and programmes come forward for approval.

Please provide a summary of all impacts and mitigation/monitoring measures:

Adoption of the strategy will have negligible impact on emissions. Impacts of schemes bought forward in support of the strategy will be subject to their own Carbon Impact Assessments.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Nat Porter Senior Transport Planner Transportation Infrastructure Service Regeneration and Environment
Please outline any research, data, or information used to complete this [form].	<p>[1] Propensity to Cycle Tool <a href="https://www.pct.bike/">https://www.pct.bike/</a> (accessed Dec 2019)</p> <p>[2] A factor of 3.06 is applied based on National Travel Survey table NTS0409 (2019).</p> <p>[3] A factor of 4.17 is applied based on <i>Fietsfeiten</i> (Kennisinstituut voor Mobiliteitsbelied, 2018) (Figure for 2016).</p> <p>[4] Total territorial transport emissions of 645.7 kt CO<sub>2</sub> in 2019 per BEIS UK local and regional CO<sub>2</sub> emissions: statistical release 2021</p> <p>[5] Based on RMBC and SYSTRA analysis of Sheffield City Region Transport Model 1, with reference to the 2020 BEIS estimation of 2018 emissions.</p> <p>[6] Decarbonising Transport - A Better, Greener Britain (DfT, 2021)</p> <p>[7] Net Zero by 2050 (International Energy Agency, 2021)</p>
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	Refer to meta data for sources quoted above.
Tracking [to be completed by Policy Support / Climate Champions]	Sam Blakeborough, Policy Officer, PPI, ACEX

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**Committee Name and Date of Committee Meeting**

Cabinet – 24 January 2022

**Report Title**

The Towns and Villages Fund

**Is this a Key Decision and has it been included on the Forward Plan?**

Yes

**Strategic Director Approving Submission of the Report**

Paul Woodcock, Strategic Director of Regeneration and Environment

**Report Author(s)**

Ben Mitchell, Projects, Initiatives and Improvement Officer  
ben.mitchell@rotherham.gov.uk

**Ward(s) Affected**

Borough-wide

**Report Summary**

The Towns and Villages Fund is a new £4 million capital programme in Rotherham, aiming to improve the borough's local town and village centres. The borough consists of a wide range of individual communities and places, and it is important that the physical environment of these centres receives continuous investment.

Based on projects put forward by Ward Councillors in consultation with their communities, a work programme, and associated processes for delivering projects has been produced, which will ensure a range of projects across the borough are completed in the next three years, delivering on the priorities of residents and wards.

**Recommendations**

1. That Cabinet approves the Towns and Villages programme as detailed in this paper and delegates the delivery of category 1 schemes within the programme to the Strategic Director of Regeneration and Environment, in consultation with the Cabinet Member for Jobs and the Local Economy, and the Deputy Leader and Cabinet Member for Neighbourhood Working.
2. That Cabinet receives a further report to update on the delivery of category 1 schemes and agree to progress to delivery of category 2 and 3 schemes in Summer 2022.

**List of Appendices Included**

Appendix 1 Towns and Villages Fund – Indicative Work Programme  
Appendix 2 Initial Equality Screening Assessment  
Appendix 3 Carbon Impact Assessment

**Background Papers**

Budget and Council Tax 2021-22, and Medium Term Financial Strategy Update – 3<sup>rd</sup> March 2021. <http://modgov-p-db/documents/s129978/0.%20Cabinet%20Report%20-%20Budget%20Report.pdf>

Proposed Rotherham Council Plan 2022-25 - <http://modgov-p-db/documents/s134305/Appendix%201%20-%20Rotherham%20Council%20Plan%202022-25.pdf>

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**  
Overview and Scrutiny Management Board

**Council Approval Required**

No

**Exempt from the Press and Public**

No



## **The Towns and Villages Fund**

### **1. Background**

- 1.1 Within the Council's budget setting process for this financial year (2021/22), a Capital allocation of £4 million was allocated to 'Town and Villages Improvement Fund'.
- 1.2 Outside of Rotherham town centre, the borough consists of a wide range of urban centres, townships, and villages, many of which have small commercial centres. The physical infrastructure within these centres has not received consistent investment and therefore, it is critical that improvements across the borough be made.
- 1.3 Attractive town and village centres are important to the wellbeing of communities who live within them, work within them, or use them regularly. They are also key to ensuring that the whole borough is welcoming and provides a variety of commercial offers, supporting businesses and the economic development of communities.
- 1.4 Therefore, it is proposed that this scheme delivers scalable improvement works across local villages and townships. Within the Budget and Council Tax update report, approved by Council on 3<sup>rd</sup> March 2021, it was recommended that the approach to this funding was further developed, through research and engagement with the relevant officers and Members.
- 1.5 This paper proposes a set of aims, objectives and criteria to create a framework for the scheme, and a key part is for Ward Members to work with their communities to identify initiatives that can be delivered through this funding.
- 1.6 This report sets out the submissions received from Ward Members, and the approach to delivering this programme of work.

### **2. Key Issues**

- 2.1 Engagement took place with stakeholders to develop the overall aim of the programme and provide a lens to the types of projects that could be completed. This was used as a guide when schemes were being evolved, ensuring that they were relevant to this fund. Based on this work, the overall aim of the scheme is:

*To work with neighbourhoods across the borough, to enhance their lived environment, through a variety of improvement projects, focused on town and village centres.*

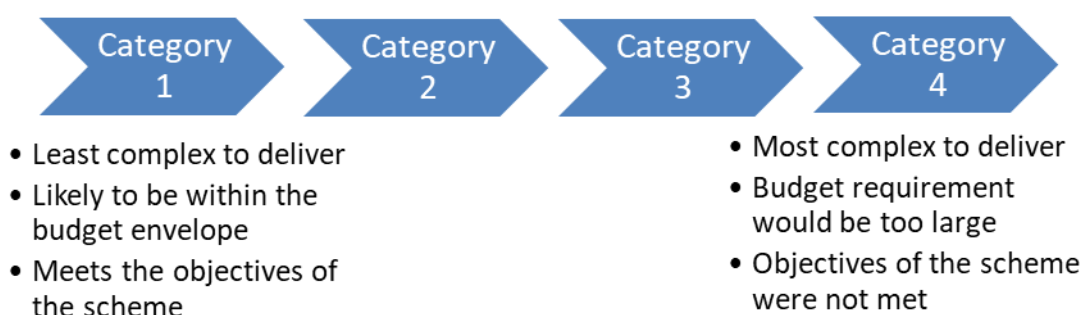
- 2.2 Underneath this overarching aim, five objectives have been proposed to indicate what this programme of work could deliver:
  - Improve the lived environment of all residents
  - Enhance the visual appeal of town and vilalge centres across the

- borough
- Inspire pride in our neighbourhoods
- Co-produce projects with neighbourhoods to deliver change that is needed
- Deliver on the priorities of wards and/ or wider masterplans.

These objectives have enabled criteria to be developed for project moderation, comparing each project with appropriate outcomes and outputs. This has helped set a framework for the programme as well as the proposals for different categories, detailed in Section 2.5, in order to develop projects relevant to the intended use of the funding.

- 2.3 Based on these objectives, a variety of improvement schemes could be delivered, focusing on improving the environment of local town and village centres, through interventions such as public realm enhancement, creative street lighting, urban green space creation, and building improvements. It is important to note that there is not any additional revenue funding associated with the Towns and Villages Fund, and therefore routine repairs and maintenance, street cleansing and grounds maintenance will be contained within existing approved service revenue budgets.
- 2.4 Central to the aim and objectives of the programme, is the Council's approach to neighbourhood working. This approach encourages Members to act as community champions, engaging with residents, businesses, and stakeholders to create projects which will have a positive impact within their communities. There is a potential for ambitious, co-produced projects being delivered through this scheme, embedding the principles of neighbourhood working into the design and delivery of improved and new public spaces. There is also an opportunity for schemes to link with ward priorities as part of the ward plan process, and this should be considered as these continue to be developed through the municipal year.
- 2.5 The Towns and Villages Fund is a capital scheme where projects will be allocated funds between April 2021 and March 2024. The time taken to deliver all projects is expected to cover the full three-year period.

This programme aims to deliver visible projects across the borough, subject to meeting the aims, objectives, and criteria. To date, wards have submitted schemes for consideration; by late December 2021 those schemes submitted already have been moderated against the aims and objectives of the funding set out in 2.1 and 2.2. These schemes were then separated into four categories, dependent on meeting the objectives of the funding, the complexity of the scheme proposed and the potential cost of the project.



Ward members have now been informed of the outcome of their submissions, with those in Categories 1, 2 and 3 moving to the next stage of the programme, with individualised next steps agreed per project. Those wards that fell into Category 4 will be able to resubmit a different proposal, which will be moderated in the same way and added to the work programme if it meets the criteria of the funding, and the budget envelope. The drafted work programme is attached as Appendix 1.

Based on the categorisation above, it is proposed that Category 1 schemes are designed and delivered, subject to any complications within the process, by Autumn 2022, with due diligence and further engagement being carried out on Category 2 schemes in this time. It is then expected that concept design work could be carried out on Category 2 schemes from Summer 2022 with further engagement on Category 3 schemes alongside this, followed by the concept design of Category 3 schemes from Winter 2022.

If following any due diligence and appraisal, a scheme does not meet the minimum criteria or is unviable, it is proposed that officers, in consultation with ward Members and Cabinet Members, could request that alternative proposals are submitted within that ward.

- 2.6 Within the work programme, six schemes are identified within Category 1. These are:

Ward	Project
Brinsworth	Creation of off-road parking next to Brinsworth Lane shops.
Dalton and Thrybergh	Improvement to the area outside Ridgeway Convenience Store at East Herringthorpe, including green space and the paved area in front of the shop.
Greasbrough	Green link corridor between Greasbrough Park and Greasbrough Recreation Ground
Hellaby and Maltby West	Off street parking at Laburnum Parade shops, utilising and improving existing green space.
Hoover	Improvement to area outside of Masefield Road shops, including highway and green space.
Swinton Rockingham	Refurbishment of Broadway shopping parade, improving accessibility and environment.

Of the submissions received, these schemes were identified as the most likely to be deliverable. This is because the sites are either predominantly within public ownership or have previous feasibility and design works carried out. This means that there is more certainty regarding the viability of the schemes and less feasibility work and due diligence is required to potentially deliver these projects.

- 2.7 A number of schemes within Category 2 and 3 include land and buildings that are privately owned. These projects will be more complex and require positive working relationships between the Council and the relevant landowner, or owners in some circumstances. Where schemes do include private ownership, the Council will assess what is within its control, whilst working with landowners to agree on a mutually beneficial approach for communities. Any decisions made will be subject to the relevant legal and financial approvals being received. The schemes that are currently within Category 2 are:

<b>Ward</b>	<b>Scheme</b>
Aston and Todwick	The Pastures shopping parade improvements
Boston Castle	Wellgate Public Realm Improvements
Bramley and Ravenfield	Ravenfield Crossroads Public Realm and Parking Improvements
Keppel	St. Johns Green Shop Frontage and Green space
Kilnhurst and Swinton East	Swinton Bridge area gateway enhancement
Maltby East	Maltby High Street
Sitwell	Whiston Village Centre green space and public realm
Thurcroft and Wickersley South	Thurcroft High Street improvements
Wickersley North	Bawtry Road improvements to shopping parade, public realm and street furniture

- 2.8 Although £4 million is a significant sum of money, it is essential that this funding is prioritised and spent in places that have not benefited from recent investments. Therefore, it is proposed that Dinnington and Wath are not included within the Towns and Villages Fund at this time, as these centres are being included in further rounds of the Levelling Up Fund and have the potential to receive significant investment to carry out impactful regeneration programmes within these centres. This will be reviewed based on the outcomes of any subsequent funding rounds, and not all funding will be allocated at this point in time, so it will be possible to put forward proposals if these bids are not successful.

It should also be noted that the centre of Swinton is currently under consideration for a significant potential private sector-led investment, which would include public realm improvements, housing, and a new library. On this basis, the centre of Swinton has not been considered for inclusion within the Towns and Villages Fund, but elected Members representing the two Swinton

wards have submitted schemes in other areas of the ward, which will be included.

The centre of Maltby has not been included in funding bids to date, and therefore it is proposed that a significant amount of funding should be allocated to this key district centre. To ensure that this funding is as effective as possible, Maltby has been included in the principal centre masterplanning work that is being undertaken by Rotherham Investment and Development Office (RiDO). This, alongside extensive consultation with ward Members and communities, will produce prioritised interventions that could be delivered with the funding available through the Towns and Villages Fund, harnessing this support as a route to potentially unlocking further funding that may become available through alternative routes.

- 2.9 All projects will follow the same process once submissions have been received, moderated and put forward onto a work programme. This will be:

1. Due diligence and relevant pre-design work

Any actions that are required to confirm whether the project is deliverable will be undertaken, such as engagement with private landowners, topography surveys, and transportation assessments.

2. Concept Design and cost estimate

If all due diligence is completed and the scheme is viable, a concept design will be undertaken, alongside an estimate of cost, based on the approved submission, consultation and engagement with stakeholders, including ward Members.

3. Engagement and approval

The concept design can be used as a consultation tool and will be formally approved by ward Members. The project, including the cost estimate, will then be reviewed by the relevant officer or Member, as per the scheme of delegation, to approve the scheme for delivery.

4. Detailed design

A detailed design will then be carried out, which is ultimately used by the delivery team as a work plan.

5. Planning application (if required)

Dependent on the works being proposed, a planning application may be required and if so, this will be submitted alongside the detailed design. This process can take up to twelve weeks.

6. Delivery

Once the detailed design is completed, and necessary approvals are received (e.g., planning), delivery will be scheduled, taking account of any necessary procurement activity, and Members will be informed when works are scheduled to start.

- 2.10 To ensure that this funding is as far-reaching as possible, only projects that fall within the minimum criteria for the fund will be allocated funding. If any projects

fall within existing funding programmes, these will be referred on to the more appropriate programme of work. For example, a number of sites already have tree-planting scheduled, and other sites will benefit from the litter bin replacement scheme.

Where possible, these pieces of work will be synchronised to increase efficiency of front-line services. This may not always be possible, but where individual pieces of work must be carried out, these will be complimentary to the wider scheme proposed, and will not affect the delivery of any other aspect of the project.

Where there is the possibility of synchronising works being completed under different programmes, this should be encouraged so that projects benefit from other complimentary funding. This may include works such as street lighting replacement, line painting, electric charging points, and road resurfacing.

- 2.11 The budget granted to the Towns and Villages Fund through the budget setting process is £4 million. It is proposed that of this, £823,000 is identified based on the masterplanning work being delivered by RiDO in Maltby, and the open funding rounds for the Levelling Up Fund. This could also be used for other wards if submissions are deemed to be exceptional and worthy of a more substantial amount of funding. It could also be used to fund a second call for submissions later within the funding period. The overall budget will manage the delivery of the scheme over the period it is operational.

### **3. Options considered and recommended proposal**

- 3.1 Three main options were developed in relation to the Towns and Villages Fund, which were then assessed with the preferred option being set out within this report. The three shortlisted options were:

- 3.2 **1. Ring-fenced ward budget**

This option would have distributed budgets to individual wards, with an allocated sum per ward to be spent, similar to existing ward budgets which are in place. Although this would have given autonomy to communities to spend on their priorities, this may have been less efficient, and led to small amounts of money being unspent at the end of the funding period, or smaller schemes being proposed to use the remaining budget available.

Furthermore, each ward would have needed dedicated support to ensure the governance of the capital fund was correct, which is likely to have required a larger staffing structure, ultimately meaning that less of this funding was spent on the delivery of schemes.

- 2. Major and minor schemes**

Another option considered was to create two submission pathways, for major and minor improvement schemes. This would have given more control over budgets and ensured that funding was spent efficiently but may have caused issues with regards to a decision-making process, understanding what would constitute an acceptable 'major scheme' and a prioritisation surrounding this.

As the number of major schemes would be limited due to the budget available, it was decided that this may not be an equitable or effective option.

### **3. Ward Submissions**

The third option developed was to allow a submission per ward to be put forward, incorporating the priorities of communities through ward Members, and to utilise an existing framework for deciding where larger projects should be focused. This option will focus on maximising the number and scale of projects delivered by the programme, whilst maintaining an appropriate level of management across individual projects, and the overarching programme. This is the recommended option and is explored through Section 2 of this report.

## **4. Consultation on proposal**

- 4.1 The Council's approach to neighbourhood working is at the centre of this delivery model and consultation will take place through the scheme development process.
- 4.2 Elements of consultation should have already taken place with communities and stakeholders through the initial ward submission, where a part of the documentation covered consultation carried out to date. Ward Members have an important role as champions of their communities, understanding the priorities of neighbourhoods and channelling them into an impactful and deliverable scheme.
- 4.3 Consultation will continue to be an important theme of the project process. Concept designs will be informed by wide-ranging stakeholder consultation and engagement, and these designs will then support wider engagement with communities.
- 4.4 Members will be an active part of each project, and as such, it is expected that communities are engaged and involved in the whole project lifecycle.

## **5. Timetable and Accountability for Implementing this Decision**

- 5.1 If this report is approved, it is expected that the first scheme could be on site in March 2022. Each scheme in Category 1 of the attached work programme should be designed and approved by April 2022, with delivery taking place until approximately September 2022, subject to any complications that may become apparent when schemes are being designed.
- 5.2 When these six projects have been designed in detail with the necessary approvals, it is expected that concept design work will be started on Category 2 schemes. The exact ordering of Category 2 and 3 schemes is not yet known and will be dependent on the due diligence work outlined within the work programme. Category 2 schemes which are found to be viable but more complex may have a longer lead in time than a scheme originally placed in Category 3, which has the required engagement and can therefore progress sooner.
- 5.3 Projects will follow the process outlined at 2.6 on a rolling basis. When one

scheme finishes on site, another scheme will begin concept design. This will ensure that there is a constant work programme for landscape design teams, as well as civil engineering delivery teams.

- 5.4 It is expected that the last scheme will enter this process in Autumn 2023, with delivery finishing in March 2024.

**6. Financial and Procurement Advice and Implications (to be written by the relevant Head of Finance and the Head of Procurement on behalf of s151 Officer)**

- 6.1 The meeting of the Budget Council of March 2021 allocated a sum of £4m to the Towns and Villages Fund with all projects expected to be delivered between 2021 and 2024. The process for allocating the funding as planned is set out in this report. Initial costs for the project have been drawn up using a fair estimation process. Project budget controls, risk management and ongoing monitoring are in place to ensure best value is obtained in delivering the programme.

- 6.2 All procurement activity associated with these proposals (i.e. the purchase of materials, third party delivery if required etc) must be procured in accordance with the Public Contracts Regulations 2015 (as amended) and the Council's own Financial and Procurement Procedure Rules.

**7. Legal Advice and Implications (to be written by Legal Officer on behalf of Assistant Director Legal Services)**

- 7.1 There are no direct legal implications arising from the recommendations within this report.
- 7.2 There are likely to be specific legal implications in respect of each of the individual projects within the Work Programme including property issues, contractual matters, procurement and Traffic Regulation Orders and these will be addressed at the appropriate time within the project delivery.

**8. Human Resources Advice and Implications**

- 8.1 There are no direct HR implications arising from this report.

**9. Implications for Children and Young People and Vulnerable Adults**

- 9.1 There are no direct implications for children, young people or vulnerable adults arising from this report.



## **10. Equalities and Human Rights Advice and Implications**

- 10.1 An Initial Equality Screening Assessment has been carried out on this programme of work, and is attached as Appendix 2 to this report.
- 10.2 Town and village centres should be available to all residents, businesses and visitors of the borough. Improvements to these centres through the Towns and Villages Fund will have a positive impact on these centres and improve equal opportunity and access to the proposed centres. The indicative programme of work attached as Appendix 1 includes substantial public realm and pedestrian footway improvements, which will provide visually impaired and wheelchair users more equitable access to improved places.
- 10.3 Within the delivery process for each project, consultation will be carried out with communities through Ward Members and the Neighbourhoods service. Equality and diversity will be a key theme within this consultation, and ensure that the views of local communities are heard and included within subsequent designs. Additional requirements that are requested to meet specific needs of a group or individual during the delivery of works will also be accommodated to ensure that access is continuous throughout the delivery process.

## **11. Implications for CO2 Emissions and Climate Change**

- 11.1 A Carbon Impact Assessment has been completed and is attached as Appendix 3.
- 11.2 It is envisaged that the impact of this programme of work will be localised. Where an impact on carbon emissions has been highlighted, relevant mitigations will be implemented to reduce, where possible, the Council's impact on the climate.
- 11.3 The largest impact identified will be emissions from construction and development, where heavy machinery is used to deliver material, and construct projects. To mitigate this as far as possible, local suppliers will be engaged where possible as part of the Council's Social Value Framework.
- 11.4 Climate change will also be referenced in the design of each scheme, with priority given to pedestrian access, active travel, and public transport. This will ensure that users of local centres are encouraged to walk, cycle or take public transport as an alternative to driving.
- 11.5 The indicative work programme also includes schemes that will increase the amount of urban green space in the borough, whilst tree planting will be assessed in every project and included as a priority if achievable.

## **12. Implications for Partners**

- 12.1 Partners and key stakeholders will be directly involved in the project planning process, through local consultation and engagement. Where a project is in close proximity to private land ownership, businesses, or community groups, these stakeholders will be included within the design process and kept

informed of progress.

The scheme has been designed to align with the approach to Neighbourhood working and engagement with Ward Councillors.

- 12.2 It is expected that Ward Councillors, as community leaders, alongside the Neighbourhoods Service, will be able to assist in identifying stakeholders and partners for individual projects, which will be in addition to consultation and engagement work which will be planned for each project.

### 13. Risks and Mitigation

- 13.1 Programme monitoring will take place through the Projects, Initiatives and Improvement Officer within Regeneration and Environment, which will include project management documentation and formal budget monitoring.
- 13.2 Individual projects will have a variety of internal and external stakeholders, and where necessary, individual project teams will be brought together, which will sit underneath an overall 'strategic group', who will be responsible for tracking progress of the programme.
- 13.3 Two significant risks have been highlighted, which are the complexity of land ownership issues for individual projects, and the uncertainty of costs and available materials within the current construction market. Both risks will be tracked through a programme risk register alongside actions and mitigations to reduce these risks, which will be regularly reviewed and reported to the strategic group.

### 14. Accountable Officers

Ben Mitchell, Projects, Initiatives, and Improvement Officer

Paul Woodcock, Strategic Director for Regeneration and Environment

Approvals obtained on behalf of Statutory Officers: -

	Named Officer	Date
Chief Executive	Sharon Kemp	10/01/22
Strategic Director of Finance & Customer Services (S.151 Officer)	Judith Badger	24/12/21
Assistant Director of Legal Services (Monitoring Officer)	Phil Horsfield	24/12/21

*Report Author: Ben Mitchell, Projects, Initiatives and Improvement Officer*  
*ben.mitchell@rotherham.gov.uk*

This report is published on the Council's [website](#).

**Appendix 1 – Indicative Towns and Villages Work Programme****Category 1**

*This category is a list of schemes where delivery is most likely, subject to relevant due diligence. The next step is to produce detailed designs and cost estimates for the delivery of schemes.*

Ward	Scheme	Next Steps	Partner Service
Brinsworth	Brinsworth Lane Shopping Parade – off road parking	Confirm land ownership, engage with owners, and understand potential for dedication of highway	Transport
Dalton and Thrybergh	Ridgeway Convenience Store - green space improvements	Land surveys to be completed, including structural assessments and tree surveys.	Landscape Design
Greasbrough	Greasbrough green link	Detailed design works to be completed.	Landscape Design
Hellaby and Maltby West	Laburnum Parade	Land surveys and utilities checks to be completed.	Landscape Design
Hoober	Masefield Road	Confirm land ownership and understand adopted and unadopted highways.	Landscape Design
Swinton Rockingham	Broadway Shopping Parade	Land surveys including topography, and utilities checks to be completed.	Landscape Design

**Category 2**

*This phase are those schemes which are relevant to the fund, but there are some complications that will need to be worked through, which are highlighted below.*

Ward	Scheme	Risk Assessment	Next Steps
Aston and Todwick	The Pastures shopping parade improvements	Private land ownership	Engagement with landowners. Work up potential options for the site with Members/ Parish Council.
Boston Castle	Wellgate Public Realm Improvements	Scope of project	Define areas to be targeted. Work with RIDO to ensure consistent approach
Bramley and Ravenfield	Ravenfield Crossroads Public Realm and Parking Improvements	Private Land Ownership	Engagement with landowners Transport assessment of junctions etc.
Keppel	St. Johns Green Shop Frontage and Green space	Multi-agency hub	Further work required to explore idea and any potential implications e.g. asset management
Kilnhurst and	Swinton Bridge area	Scope of project/	Approx. 900m of road. Further

Swinton East	gateway enhancement	Network Rail	work to understand where interventions would be most impactful. Engagement with Network Rail regarding maintenance of bridges.
Maltby East	Maltby High Street	Prioritisation of funding	Masterplan to be completed by RiDO, with prioritised action for TVF spend and/ or opportunities for match funding.
Sitwell	Whiston Village Centre green space and public realm	Land Ownership	Engagement with Parish Council to understand scope/ size of aspirations, ongoing maintenance etc.
Thurcroft and Wickersley South	Thurcroft High Street improvements	Scope of scheme  Private land ownership	Further work needs to be undertaken with Highways to complete a street furniture audit.  Engagement with shops and exploration of unadopted paths etc. outside shops.
Wickersley North	Bawtry Road improvements to shopping parade, public realm and street furniture	Proximity to Bawtry Road and associated highway implications	Scope scheme within its entirety  Work with Highways/ Transport to assess any traffic management that may be required to deliver schemes.

**Category 3 and 4**

Ward	Project (where agreed)
Anston and Woodsetts	Quarry Lane Shopping Parade
Aughton and Swallownest	Project not yet approved
Rawmarsh East	Broad Street, Parkgate
Rawmarsh West	Project not yet approved
Rother Vale	Plough Shops, Catcliffe
Rotherham East	Project not yet approved
Rotherham West	Project not yet approved
Wales	Project not yet approved

## PART A - Initial Equality Screening Assessment

As a public authority we need to ensure that all our strategies, policies, service and functions, both current and proposed have given proper consideration to equality and diversity.

A **screening** process can help judge relevance and provide a record of both the process and decision. Screening should be a short, sharp exercise that determines relevance for all new and revised strategies, policies, services and functions.

Completed at the earliest opportunity it will help to determine:

- the relevance of proposals and decisions to equality and diversity
- whether or not equality and diversity is being/has already been considered, and
- whether or not it is necessary to carry out an Equality Analysis (Part B).

Further information is available in the Equality Screening and Analysis Guidance – see page 9.

### 1. Title

**Title: Towns and Villages Fund**

**Directorate:**  
Regeneration and Environment

**Service area:**  
N/A

**Lead person:**  
Ben Mitchell

**Contact:**  
Ben.mitchell@rotherham.gov.uk

Is this a:

☐

**Strategy / Policy**

☐

**Service / Function**

☒

**Other**

**If other, please specify**

**Capital programme**

### 2. Please provide a brief description of what you are screening

The Towns and Villages Fund is a new £4 million capital programme in Rotherham, aiming to improve the borough's local town and village centres. The borough consists of a wide range of individual communities and places, and it is important that the physical environment of these centres receives continuous investment.

Based on projects put forward by Ward Councillors, a work programme and associated processes for delivering projects has been produced, which will ensure a range of projects across the borough are completed in the next three years,

delivering on the priorities of residents and communities.

This screening focuses on the overall programme of work, including the aims, objectives and outcomes of the programme. It does not focus on the individual schemes that will be delivered, but the broad parameters that will govern the projects put forward.

### 3. Relevance to equality and diversity

All the Council's strategies/policies, services/functions affect service users, employees or the wider community – borough wide or more local. These will also have a greater/lesser relevance to equality and diversity.

The following questions will help you to identify how relevant your proposals are.

When considering these questions think about age, disability, sex, gender reassignment, race, religion or belief, sexual orientation, civil partnerships and marriage, pregnancy and maternity and other socio-economic groups e.g. parents, single parents and guardians, carers, looked after children, unemployed and people on low incomes, ex-offenders, victims of domestic violence, homeless people etc.

Questions	Yes	No
Could the proposal have implications regarding the accessibility of services to the whole or wider community? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	x	
Could the proposal affect service users? <i>(Be mindful that this is not just about numbers. A potential to affect a small number of people in a significant way is as important)</i>	x	
Has there been or is there likely to be an impact on an individual or group with protected characteristics? <i>(Consider potential discrimination, harassment or victimisation of individuals with protected characteristics)</i>		x
Have there been or likely to be any public concerns regarding the proposal? <i>(It is important that the Council is transparent and consultation is carried out with members of the public to help mitigate future challenge)</i>		x
Could the proposal affect how the Council's services, commissioning or procurement activities are organised, provided, located and by whom? <i>(If the answer is yes you may wish to seek advice from commissioning or procurement)</i>		x
Could the proposal affect the Council's workforce or employment practices? <i>(If the answer is yes you may wish to seek advice from your HR business partner)</i>		x
If you have answered no to all the questions above, please explain the reason		

If you have answered **no** to all the questions above please complete **sections 5 and 6**.

If you have answered **yes** to any of the above please complete **section 4**.

#### 4. Considering the impact on equality and diversity

If you have not already done so, the impact on equality and diversity should be considered within your proposals before decisions are made.

Considering equality and diversity will help to eliminate unlawful discrimination, harassment and victimisation and take active steps to create a discrimination free society by meeting a group or individual's needs and encouraging participation.

Please provide specific details for all three areas below using the prompts for guidance and complete an Equality Analysis (Part B).

- **How have you considered equality and diversity?**

The associated report details a programme of work, and the overall aims and objectives of this capital fund. Where schemes may have an impact on equality and diversity, it is proposed that a further Equality Screening will take place, focused on that individual project to identify and mitigate any potential impacts. Where necessary, a full Equality Impact Assessment will take place.

Where consultation and engagement occurs with communities through the scheme development and design process, equality and diversity will be included as a key theme of consultation, to ensure that a wide range and representative range of opinions and voices are heard and listened to.

Schemes will be designed to meet the requirements of different people and communities, which will consider barriers in relation to protected characteristics.

- **Key findings**

This programme of work will focus on improving the centres of towns and villages by delivering projects that are championed by Ward Members, and priorities of communities. Projects within commercial centres will enhance public open space and provide further opportunities for social interaction.

When these projects are being designed, accessibility will be a key part of the process, ensuring that improvements are made to areas to ensure that everybody can access and use new and existing facilities. This is likely to have a positive impact across the borough, as areas that have been highlighted as having access issues have been put forward to be invested within to solve and improve these centres.

Community safety will also be taken into account when designing individual projects, with street lighting and sight lines being considered for all schemes. This will make public centres feel more welcoming and discourage anti-social behaviour, making public spaces more inclusive for all.

<ul style="list-style-type: none"> <li><b>Actions</b></li> </ul> <p>The main action considered for the programme of work will be the continuous cycle of consultation, engagement and improvement that will be undertaken for each individual project. All feedback provided, as well as local knowledge from Ward Members, will be taken into account to ensure that the programme of work has a positive impact on equality and diversity.</p>	
Date to scope and plan your Equality Analysis:	Winter 2021
Date to complete your Equality Analysis:	20/12/21
Lead person for your Equality Analysis (Include name and job title):	Ben Mitchell, Projects, Initiatives and Improvement Officer

### 5. Governance, ownership and approval

Please state here who has approved the actions and outcomes of the screening:

Name	Job title	Date
Paul Woodcock	Strategic Director for Regeneration and Environment	21/12/2021

### 6. Publishing

This screening document will act as evidence that due regard to equality and diversity has been given.

If this screening relates to a **Cabinet, key delegated officer decision, Council, other committee or a significant operational decision** a copy of the completed document should be attached as an appendix and published alongside the relevant report.

A copy of **all** screenings should also be sent to [equality@rotherham.gov.uk](mailto:equality@rotherham.gov.uk) For record keeping purposes it will be kept on file and also published on the Council's Equality and Diversity Internet page.

<b>Date screening completed</b>	20/12/21
<b>Report title and date</b>	Towns and Villages Fund, 24 <sup>th</sup> January 2022
<b>If relates to a Cabinet, key delegated officer decision, Council, other committee or a significant operational decision – report date and date sent for publication</b>	Cabinet, 24 <sup>th</sup> January.
<b>Date screening sent to Performance, Intelligence and Improvement</b> <a href="mailto:equality@rotherham.gov.uk">equality@rotherham.gov.uk</a>	22/12/21



#### User guidance:

- The first section of this form guides users through considering major areas where emissions are likely to occur. If emissions are impacted in a way not covered by these categories, please identify this at the bottom of the section
- The first section should be filled as such:
  - **Impact:** identify, in relation to each area, whether the decision of the proposal does the following: *reduces emissions*, *increases emissions*, or has *no impact on emissions*. If it is uncertain this section can be labelled *impact unknown*
  - If **no impact on emissions** is identified: no further detail is needed for this area, but can be added if relevant (e.g. if efforts have been made to mitigate emissions in this area.)
  - **Describe impacts or potential impacts on emissions:** two sections deal respectively with emissions from the Council (including those of contractors), and emissions across Rotherham as a whole. In both sections please explain any factors that are likely to reduce or increase emissions. If **impact unknown** has been selected, then identify the area of uncertainty and outline known variables that may affect impacts.
  - In most cases there is no need to quantify the emission impact of an area after outlining the factors that may reduce or increase emissions. In some cases, however, this may be desirable if factors can be reduced to a small number of known variables (e.g. if an emission impact is attached to a known or estimated quantity of fuel consumed).
  - **Describe any measures to mitigate emission impact:** regardless of the emission impact, in many cases steps should be taken in order to reduce mitigate all emissions associated with each area as far as possible; these steps can be outlined here (For example: if a proposal is likely to increase emissions but practices or materials have been adopted in order to reduce this overall impact, this would be described here).
  - **Outline any monitoring of emission impacts that will be carried out:** in this section outline any steps taken to monitor emission levels, or steps taken to monitor the factors that are expected to increase or reduce emission levels (for example, if waste or transport levels are being monitored this would be described here)
- A **summary paragraph** outlining the likely overall impacts of the proposal/decision on emissions should then be completed - this is not required if the proposal/decision has no impact across all areas.
- The supporting information section should be filled as followed:
  - Author/completing officer
  - **Research, data, or information** may refer to datasets, background documents, literature, consultations, or other data-gathering exercise. These should also be added to the **supporting documents** section of the cabinet report

- 
- Carbon Impact Assessments are to be appended to the associated cabinet reports
  - Prior to publishing reports, Carbon Impact Assessments should be sent to [climate@rotherham.gov.uk](mailto:climate@rotherham.gov.uk) for feedback
  - Report authors may also use the above email address to direct any further queries or to access further support regarding completing the assessment

Will the decision/proposal impact...	Impact	If an impact or potential impacts are identified			
		Describe impacts or potential impacts on emissions from the Council and its contractors.	Describe impact or potential impacts on emissions across Rotherham as a whole.	Describe any measures to mitigate emission impacts	Outline any monitoring of emission impacts that will be carried out
Emissions from non-domestic buildings?	None				
Emissions from transport?	None				
Emissions from waste, or the quantity of waste itself?	Impact unknown	Individual projects may create waste where replacement of worn or obsolete street furniture or public realm is identified. This will remain unknown until each project is designed.	The redesign and improvement of public centres may increase footfall and usage, which could in turn increase the volume of waste produced at these sites. This may not be a 'real' impact but instead redistributes waste from other areas.	As standard, litter bins will be inserted, or replaced, on every scheme to ensure that waste can be collected and processed.  Where waste is produced from construction, contractors will attempt to recycle and re-use where possible.	
Emissions from housing and domestic buildings?	None				
Emissions from construction and/or development?	Increases emissions	Contractors carrying out works will use heavy machinery, and materials will need to be delivered to sites.	Although these activities will produce additional emissions, it is deemed that this is a local impact.	Sustainable materials will be used where possible (e.g. LED lighting), and through the Council's social value framework, it	

				will be attempted to source materials locally, reducing the impact of transportation and delivery of goods.	
Carbon capture (e.g. through trees)?	Reduces emissions	Tree planting will be delivered on sites where appropriate and urban green space will be produced through some projects.	Impact likely to be localised.	All projects will be designed around any existing trees or green spaces, and where there is space to carry out tree planting, this will be included within the scheme, working closely with the Tree Service. Furthermore, submission were encouraged to improve and increase urban green space.	
<p>Identify any emission impacts associated with this decision that have not been covered by the above fields:</p> <p>When each scheme is being designed, pedestrian access and active travel requirements will be assessed and included, to ensure that users are encourage to walk, cycle, or take public transport to public centres as an alternative to driving.</p>					

Please provide a summary of all impacts and mitigation/monitoring measures:

The Towns and Villages Fund aims to improve the lived environment of communities across the borough. The projects proposed through this report are likely to have a localised impact on emissions, through construction, delivery and disposal of materials. To minimise these impacts, waste materials will be recycled by the Council's Highway Delivery Team where possible, and materials will be sourced through the Council's Social Value Policy, encouraging spend in the local supply chain.

These improvement projects will encourage people to walk and cycle to local centres, create new urban green spaces alongside tree planting, and introduce more efficient street lighting where appropriate.

Supporting information:	
Completed by: (Name, title, and service area/directorate).	Ben Mitchell Projects, Initiatives and Improvement Officer Regeneration and Environment
Please outline any research, data, or information used to complete this [form].	N/A
If quantities of emissions are relevant to and have been used in this form please identify which conversion factors have been used to quantify impacts.	N/A
Tracking [to be completed by Policy Support / Climate Champions]	

Public Report  
Overview and Scrutiny Management Board

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**Committee Name and Date of Committee Meeting**

Overview and Scrutiny Management Board – 19 January 2022

**Report Title**

Findings from Spotlight Review on Rotherham Community Hub

**Is this a Key Decision and has it been included on the Forward Plan?**

No

**Strategic Director Approving Submission of the Report**

Jo Brown, Assistant Chief Executive

**Report Author(s)**

Katherine Harclerode, Governance Advisor  
katherine.harclerode@rotherham.gov.uk

**Ward(s) Affected**

Borough-Wide

**Report Summary**

Findings from the Health Select Commission spotlight review held on 13 September 2021 on the befriending service and support for loneliness and isolation provided by the Rotherham Community Hub during the pandemic

**Recommendations**

1. That the report be noted.
2. That the following recommendations be forwarded to Cabinet for consideration and response:-
  - a) That the excellent work of Rotherham Community Hub be commended, especially in respect of the befriending service which helped relieve loneliness and isolation throughout the pandemic.
  - b) That Members be encouraged to add the Community Hub to their ward priorities and e-bulletins to better support vulnerable residents and families.
  - c) Whereas the current Community Hub model is due to end in March 2022, should there be a further evolution of the Community Hub model, that an update be brought in 12 months' time.

**Appendices**

None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**  
Health Select Commission – 25 November 2021

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## Findings from Spotlight Review on Rotherham Community Hub

### 1. Background

- 1.1 To fulfil a statutory requirement, the Community Hub was rapidly mobilised during March 2020 to respond to the COVID-19 Crisis, which left many vulnerable people without a way to get food, medicine, or emotional support during isolation. Coinciding with the launch of the Food Bank, the new Community Hub offered a simple route to request support or to volunteer. From the outset, Hub staff identified a trend of isolation and loneliness among people who were shielding or isolating during COVID-19. The Community Hub coordinated the joint response of Council services and the voluntary and community organisations sector (VCS).
- 1.2 Hub continues to provide support, and as of September 2021, 522 people had received loneliness and wellbeing support through the Hub. Many more people had received assistance in other ways, such as financial hardship support, business support grants, emergency food parcels, and emergency accommodation to prevent homelessness and PPE distribution. A total of 6,679 requests for help had been received and 1,286 offers to volunteer.

### 2. Key Issues

- 2.2 The Hub has transitioned since March 2020 from the purely COVID-focussed service into a broader model that has led to strong, efficient partner working. This asset-based, collaborative approach means residents with complex needs can get the right support even pertaining to multiple areas of their lives. The Hub brings a variety of resources within reach, which can help Members in their ward work as well. When Members encounter constituents with complex needs, the Hub can be an efficient pathway to help. Members are invited to include the Hub in their ward priorities and in e-bulletins, which directs targeted activities to those wards.
- 2.3 Financial sustainability is a significant challenge moving forward from the pandemic because the Hub is currently funded from time-limited grants. The main grants that support the hub are the Practical Support Grant and the Contain Outbreak Management Funds, both of which are due to end soon. The Community Hub model will therefore continue to evolve as the pandemic enters recovery phase. This will require political direction, and an evidence base is being amassed in order to support next steps.
- 2.4 The Hub work has also emphasised what we can all do to be a good neighbour and make an impact to reduce isolation and loneliness in the lives of people around us. Much of the most compelling evidence of the success of the Community Hub is rooted in soft intelligence, the qualitative feedback received from service users, but the effectiveness of this work has been measured also by required Public Health assessments designed to measure their journey at the beginning and end of each intervention. Reviews have also taken place in November 2020 and June 2021.

The partnership takes referrals from anywhere in the Borough, as currently

- 2.5 funding allows for face-to-face intensive loneliness support to help people who have been isolated transition back into social activity.

- Potential volunteers are welcome and can be directed to sign up with Rotherfed or Voluntary Action Rotherham (VAR). Volunteer numbers have dipped slightly, as some opportunities have closed; however, numbers are beginning to climb again.
- 2.6

#### **4. Consultation on proposal**

- 4.1 Members will have regard to consultations with their constituents in their formulation of scrutiny priorities and lines of inquiry. Recommendations from scrutiny are produced as outcomes of consultation with Members in their roles as elected representatives.

#### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 The timetable for implementing recommendations is a matter reserved to the directorate responsible.

#### **6. Financial and Procurement Advice and Implications**

- 6.1 There are no financial or procurement implications from the report.

#### **7. Legal Advice and Implications**

- 7.1 There are not legal implications arising from this report.

#### **8. Human Resources Advice and Implications**

- 8.1 There are no staffing implications arising from this report.

#### **9. Implications for Children and Young People and Vulnerable Adults**

- 9.1 The implications for vulnerable adults, children and young people are set out in the body of the report.

#### **10. Equalities and Human Rights Advice and Implications**

- 10.1 There are no equalities or human rights implications directly arising from this report.

#### **11. Implications for CO<sub>2</sub> Emissions and Climate Change**

There are no direct implications for emissions or climate change arising from this report.

#### **12. Implications for Partners**

- 12.1 The implications for partners are set out in the body of the report.



### **13. Risks and Mitigation**

13.1 There are no risks of mitigations arising from this report.

#### **Accountable Officer(s)**

Emma Hill, Acting Head of Democratic Services and Statutory Scrutiny Officer

*Report Author: Katherine Harclerode, Governance Advisor*

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Public Report  
Overview and Scrutiny Management Board

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**Committee Name and Date of Committee Meeting**

Overview and Scrutiny Management Board – 19 January 2022

**Report Title**

Outcomes from the sub-group on Post-CSE Support

**Is this a Key Decision and has it been included on the Forward Plan?**

No

**Strategic Director Approving Submission of the Report**

Jo Brown, Assistant Chief Executive

**Report Author(s)**

Martin Elliott, Governance Advisor

01709 254407 or [martin.elliott@rotherham.gov.uk](mailto:martin.elliott@rotherham.gov.uk)

**Ward(s) Affected**

Borough-Wide

**Report Summary**

To report on the findings and recommendations of the recent working group post-CSE support.

**Recommendations**

1. That the report be noted, and the following recommendations be submitted to Cabinet for consideration: -
  - a) *That post-CSE services are transferred to the Adult Social Care, Housing and Public Health directorate to enable the greater integration and coordination of support pathways that are available to adult victims of trauma as children.*
  - b) *That further work is undertaken with relevant partners and survivors to improve the ways in which survivors' voices are captured to inform future reviews of post-abuse services (for example drawing on the research from Sheffield Hallam University, the development of voice and influence groups or other survivor's forums).*
  - c) *That consideration is given to appropriate governance arrangements to enable elected members to provide a steer on the activity that is taking place within the Borough to stop CSE/CCE and support survivors.*
  - d) *That the Improving Lives Select Commission continue to monitor the provision of post-abuse support to survivors of CSE.*

- e) *In relation to recommendations c) and d), that consideration is given how survivors' voices to inform these processes.*
  - f) *To emphasise the shared responsibility of all elected members, that an annual training event/workshop is delivered. This is to ensure that all elected members are kept up to date with the activity within the Borough to protect young people from being at risk of harm from CSE/CCE and support adult survivors to move forwards in their lives.*
  - g) *That the relevant Strategic Directors explore options for sharing best practice with other local authorities in the Yorkshire and Humber Region.*
  - h) *Drawing on the good practice from Durham County Council, that consideration is given is given to the language used in the provision of post-CSE support to ensure that it is positive and inclusive of the needs of those accessing services.*
- 2 That the response of Cabinet to the recommendations be reported back to Council within two calendar months of its submission.

**List of Appendices Included**

Improving Lives Select Commission: Outcomes from the task and finish review group on Post-CSE Support

**Background Papers**

[Minutes of the Improving Lives Select Commission 3 March 2020](#)

[Cabinet Report – June 2020](#)

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

None

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## **Outcomes from the sub-group on Post-CSE Support**

### **1. Background**

- 1.1 The Jay Report identified that high numbers of Rotherham residents were affected by child sexual exploitation between 1997 and 2013. The National Crime Agency continues to investigate historical child sexual exploitation as part of Operation Stovewood, and the Trauma and Resilience Service will be in place for at least 3 more years. It is important that there are services to support all victims and survivors of child sexual exploitation regardless of whether they are part of active investigations. It is important that any services commissioned by the Council align with the services provided by its partners.
- 1.2 In summer 2016 the Council commissioned support services for young people and adults who had experienced child sexual exploitation (CSE). These additional services would supplement the core support offer to any adult who has ongoing support needs provided by the Council through its Adult Safeguarding provision. The contract arrangements ran from 1 July 2016 to 31 March 2019 with an option to extend for a further two years. The contract was extended until 31 December 2020.
- 1.3 To inform the imminent re-commissioning of services, members of the Improving Lives Select Commission conducted a short benchmarking exercise during August 2019 on the services provided by other local authorities to support survivors of CSE. The results of this exercise were fed into the development of a needs analysis to underpin the anticipated re-commissioning process.
- 1.4 Because of circumstances beyond the Council's control the process was delayed. With the extension to timescales, Members agreed that further work be undertaken to enhance its review. As such it was resolved at the meeting of the Improving Lives Select Commission held on 3 March 2020 that the benchmarking work should be resumed, with the results detailed in standalone report on post-CSE support and the delivery of commissioned support services.
- 1.5 The sub-group met with senior officers, as well as the providers of the commissioned services in Rotherham. This work enabled the sub-group to establish a sound understanding of the services that were being delivered in Rotherham to support survivors of CSE. Members conducted desktop research and held a series of online meetings with officers and Cabinet Members at other local authorities to learn how they supported survivors of CSE.
- 1.6 The sub-group consisted of Councillor Cusworth Victoria Cusworth, Cllr Maggi Clark, and Cllr Jenny Andrews. Cllr Cusworth was chair of Improving Lives Select Commission at the time of the review.

## **2. Key Issues**

- 2.1 The key issues are detailed in the attached sub-group report.

## **3. Options considered and recommended proposal**

- 3.1 Members have made a series of recommendations on how the post-abuse support for CSE survivors could be enhanced in Rotherham on the basis of its benchmarking research with other local authorities.

## **4. Consultation on proposal**

- 4.1 The Strategic Director – Children and Young People's Services and the Strategic Director – Adult Social Care, Housing and Health have been consulted with regarding the report and its recommendations.

## **5. Timetable and Accountability for Implementing this Decision**

- 5.1 The report will go to Cabinet for a formal response on the recommendations.

## **6. Financial and Procurement Advice and Implications**

- 6.1 Consideration should be given to the procurement and financial implications arising from the report's recommendations as part of the Executive's response.

## **7. Legal Advice and Implications**

- 7.1 Consideration should be given to the legal implications arising from the report's recommendations as part of the Executive's response.

## **8. Human Resources Advice and Implications**

- 8.1 Consideration should be given to the human resources implications arising from the report's recommendations as part of the Executive's response.

## **9. Implications for Children and Young People and Vulnerable Adults**

- 9.1 The implications for children and young people and vulnerable adults are set forth in the main body of the report.

## **10. Equalities and Human Rights Advice and Implications**

- 10.1 Members have had regard to equalities and human rights implications when developing recommendations.

## **11. Implications for Partners**

- 11.1 The implications for partner organisations are set out in the previous sections of the report.

**12. Risks and Mitigation**

- 12.1** Members have had regard to potential risks and mitigation and undertaken scrutiny in order to make suggestions to enhance CSE post-abuse support in Rotherham.

**13. Accountable Officer(s)**

Emma Hill, Acting Head of Democratic Services and Statutory Scrutiny Officer

*Report Author: Martin Elliott, Governance Advisor  
01709 254407 or martin.elliott@rotherham.gov.uk*

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**Improving Lives Select Commission**

**Sub-Group Report on**

***Post-CSE Support***

**Date:**

**December**

**2021**



## Review Group Members

<b>Lead</b>	<b>Councillor Victoria Cusworth</b>
<b>Group Members</b>	<b>Councillor Jenny Andrews</b>
	<b>Councillor Maggi Clark</b>

### 1.0 Introduction

1.1 The Jay Report identified that high numbers of Rotherham residents were affected by child sexual exploitation between 1997 and 2013. The National Crime Agency continues to investigate historical child sexual exploitation as part of Operation Stovewood<sup>1</sup> and the Trauma and Resilience Service will be in place for at least 3 more years. It is important that there are services to support all victims / survivors of child sexual exploitation regardless of whether they are part of active investigations. It is important that any services commissioned by the Council align with the services provided by its partners.

1.2 In summer 2016, the Council commissioned support services for young people and adults who had experienced child sexual exploitation (CSE).

The purpose of commissioning these services was to support victims, survivors and their families to achieve the following outcomes:

- Start to recover from their trauma of child sexual exploitation.
- Build resilience and develop coping strategies for everyday life.
- Improve their self-esteem and self-confidence.
- Improve their mental health and wellbeing.
- Be supported in fulfilling their maximum potential; and
- Reduce the risk of harm

These additional services would supplement the core support offer to any adult who has ongoing support needs provided by the Council through its Adult Safeguarding provision

1.3 Contracts were awarded to three local voluntary sector organisations, Rotherham Rise, GROW and Rotherham Abuse Counselling Service (Rothacs) following an open tender process. The contract arrangements ran from 1 July 2016 to 31 March 2019, with an option to extend for a further two years. The contract was extended until 31 December 2020. Service provision focussed on practical and emotional support and advocacy for young people up to the age of 25 and adults (provided by Rotherham Rise and GROW). Evidence-based therapeutic interventions were provided by Rotherham Rise and Rothacs.

1.4 In summer 2019, work began on determining future service provision for adults experiencing trauma as children. To inform the imminent re-commissioning of services, members of the Improving Lives Select Commission were requested to conduct a short benchmarking exercise on the services provided by other local authorities to support survivors of CSE. The results of this exercise were fed into the

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<sup>1</sup> Operation Stovewood is the single largest law enforcement investigation into non-familial child sexual exploitation and abuse in the UK. Led by the National Crime Agency, our officers are investigating allegations of abuse in Rotherham between 1997 and 2013. The request followed an independent review of the management of child sexual exploitation by agencies by Professor Alexis Jay.

development of a needs analysis to underpin the anticipated re-commissioning process.

- 1.5 Due to factors outside the Council's control and a decision to undertake further public consultation, the timescales for going out to tender were delayed. In June 2020, the Cabinet approved a process for re-commissioning services until 31 March 2023, with an option of a two-year extension. Based on the needs-analysis, the service specification would continue to focus on a mixture of practical and emotional support and advocacy and evidenced based therapeutic interventions.

The benchmarking exercise conducted by scrutiny member was aligned to the initial timescales for the re-commissioning of services and was therefore more limited in scope. With the extension to timescales, Members agreed that further work be undertaken. As such it was resolved at the meeting of the Improving Lives Select Commission held on 3 March 2020 that the benchmarking work should be resumed, with the results detailed in a standalone report on post-CSE support and the delivery of commissioned support services.

## **2.0 Links to Year Ahead Plan Priorities**

- 2.1 This review links into the following themes and outcomes as detailed in the Council's Year Ahead Plan (2020/21).

### **Thriving Neighbourhoods**

- Putting communities at the heart of everything we do.

### **Better Health and Wellbeing**

- Vulnerable adults are protected, and adult social care is able to adapt to the changing conditions.
- Children and young people are protected, safeguarded and able to achieve their potential

## **3.0 Review Approach**

- 3.1 The sub-group met with senior officers, the Trauma and Resilience Service (NHS) and providers of the commissioned services in Rotherham. This work enabled the sub-group to establish a good understanding of the services that were being delivered in Rotherham to support adult survivors of CSE who had experienced trauma as children.

Members conducted desktop research and held a series of online meetings with officers and Cabinet Members at other local authorities to learn how they supported survivors of CSE.

In order to manage the benchmarking activity, the sub-group established key lines of enquiry in order to assess and evaluate service provision elsewhere compared with the Rotherham core offer and its commissioned services.

### **The key lines of enquiry focused on:**

- How were support services designed (and how had this model been arrived at).

- How were service user experiences and feedback used to develop support services?
- How were support services accessed and what pathways were there to access support? Did survivors need to be referred or can they self-refer?
- What type of support/therapy was offered, how was it provided and who provided it (in-house, health and other partners, specialist commissioned providers or other methods)?
- How many service users were accessing services? Was access to services time limited?
- How were support services paid for? What financial contributions were made by delivery partners?
- How were outcomes measured?
- Where did support services “sit” in each local authority? Were support services delivered by Adult Services, Children’s Services, Public Health or elsewhere, and how had this decision been arrived at?

### 3.2 Meetings were held with:

- Anne-Marie Lubanski - Strategic Director of Adult Care, Housing and Public Health – Rotherham MBC
- Andrew Wells - Head of Service - Safeguarding and Mental Health – Rotherham MBC
- Dr Janine Cherry-Swaine - Consultant Psychotherapist and Service Lead - NHS Trauma and Resilience Service.
- Joanna Jones – Operational Manager – GROW
- Sue Wynne – Chief Executive Officer – Rotherham Rise
- Angela Toulson – Executive Officer and Patricia McGrath - Counsellor - Rothacs
- Councillor Olwyn Gunn – Cabinet Member for Children and Young People’s Services – Durham County Council
- Councillor Mus Khan – Cabinet Member for Cabinet Member - Health and Social Care - Kirklees Metropolitan Borough Council
- Councillor Shirley Reynolds Cabinet Member for Children, Young People, Education and Lifelong Learning, Telford and Wrekin Council
- Michael Crozier - Head of Adult Social Care - Sunderland City Council
- Caroline Page – Adult Care Team Manager – Rochdale Borough Council
- Jill Greenfield - Service Director Communities and Customers and Bish Sharif - Communities and Customers Improvement and Relationship Manager– Kirklees Council
- Yvonne Hailes - Practice Development Officer, Adult Social Care and Heide Gibson - Safeguarding Adults Board Business Manager – Durham County Council.

### 3.3 Councillors Cusworth, Andrews and Clark would like to note their sincere thanks to all those who participated in the review.

#### **4.0 The Core service offer in Rotherham**

- 4.1 In order to learn about the core offer of support provided for adult survivors of CSE, members met with the Strategic Director of Adult Care, Housing and Public Health and the Head of Service - Safeguarding and Professional Practice.

This meeting provided members with an overview and understanding of how support for adult survivors of CSE was delivered and managed through Adult Safeguarding and Adult Care pathways. It was noted that Adult Safeguarding applied to any adult who had ongoing support needs.

As with all vulnerable adults, agencies worked together with the aim to prevent the risk or experience of abuse or neglect, whilst considering the individual's well-being, wishes and feelings.

4.2 At the meeting information was provided regarding:

- How Safeguarding needs were assessed and channelled appropriately. Initial Adult Safeguarding concerns could be signposted and directed to other teams such as the Complex Lives Team. The Council's Adult Care Assurance Team maintained an overview of the Safeguarding processes. Adult Safeguarding processes should last a maximum of three months, and that after this time, cases should either be resolved or referred to other support services
- How all partner agencies, including the Safer Rotherham Partnership and the Safeguarding Adults Board were well engaged in adult safeguarding processes, and knew how to refer individuals for support.
- That there were multiple pathways and options available for the delivery of support and services. Services were person-centred and designed to deliver the outcomes specific to each service user. Advocates were available to ensure that support was accessed in a timely way. It was noted that each adult survivor of CSE would have different experiences, needs and expectations, and that these would impact on the type of support offered. It was also noted that the individual's needs would change and evolve over time, along with their willingness (or not) to engage with services.
- That not all CSE survivors that were being supported were a part of an Operation Stovewood investigation.
- Adult Care had worked with the Trauma and Resilience Service in the design of support services.
- How the Vulnerable Adults Panel could commission services as well as acting to ensure that delivery partners were working together to best effect to support the specific needs.
- How Community Multiagency Risk Assessment Conferences (MARAC) are used to ensure the correct support is being offered at the correct time.
- How Vulnerable Adults Risk Management meetings (VARM) were also used to assess if different or more intense methods of support were needed and how all partner agencies are represented at these meetings.

5. **NHS Trauma and Resilience Service**

- 5.1 Members of the group met with Dr Janine Cherry-Swaine - Consultant Psychotherapist and Service Lead - NHS Trauma and Resilience Service (NHS TRS). This ground-breaking service was set up by Rotherham Clinical Commissioning Group (CCG) to commission specific services for survivors of child sexual exploitation. It worked collaboratively across both voluntary and statutory services, including those agencies commissioned to provide post abuse support, to develop effective and timely pathways of support for survivors and their families.

- 5.2 This innovative service is leading on the development of trauma informed interventions across the voluntary sector and statutory services to develop pathways of CSE support across the borough. The local landscape to respond to historic child sexual exploitation in the borough has also been significantly shaped by the establishment of this service in 2018.

The service had been set up to meet the needs of adult survivors of CSE in Rotherham in a cohesive, systematic way.

During the meeting members learnt:

- Trauma-informed is a model of care that recognises the trauma caused by abuse and its impact across all aspects of a person's life. This method supports a person to recover from the trauma
- TRS works collaboratively across different local networks to develop skills, knowledge and good practice in an integrated trauma informed and trauma aware way.
- Services are provided on the basis of understanding the complexities of each survivor and the trauma experienced by them in the past or re-traumatising through triggers such as court procedures.
- TRS provide services in a way which builds resilience in a safe and secure way. Clients are empowered to process experiences and memories in a way that is tailored to their recovery.
- Clients could be referred via Operation Stovewood or via other routes
- There are opportunities for survivors to express their wishes and needs and so to have control in the decisions made regarding the content of their care. Work was also being undertaken with Sheffield Hallam University to better understand the experiences of survivors in accessing support services. It was noted that a survivor-led Project Advisory Group has been set up and a report was expected in 2022.

- 5.3 Its work has been independently evaluated by Sheffield Hallam University's Centre for Regional Economic Research (CRESR). The evaluation states:

*"[The evaluation's findings] demonstrate significant progress and illustrate that the TRS is making a vital contribution to the confidence and ability of services across Rotherham to respond to survivors as individuals through bespoke, trauma informed practice. They are also responding to organisational and vicarious trauma within services. These achievements are the result of a multilevel embodiment of trauma informed practice".*

*"Services know that within the TRS they have a consistent, accountable resources for advice and guidance that understands local histories and needs. Furthermore, the network of services created by the TRS builds familiarity and new working relationships (in contrast to the fragmentation prior) which creates accountability and clarity as everyone has a clear role in the delivery of collective care."<sup>2</sup>*

## 6.0 Commissioned Services in Rotherham

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<sup>2</sup> Hamer, R (2020) Travelling through trauma: The Trauma and Resilience Service Year 2 Evaluation, Sheffield Hallam University

- 6.1 Members of the sub-group looked to establish how commissioned providers were working to deliver additional support services in Rotherham.

6.2 **Rotherham Rise**

Members of the group met with Sue Wynne, Chief Executive Officer at Rotherham Rise to discuss and learn more about the commissioned services that they delivered to survivors of CSE.

Rise employed different methods to identify and engage with CSE survivors to encourage them to come forward for support. These included a website, printed literature and wide use of social media as well as working with a broad range of agencies who could signpost to their services. Flexibility was built into the service specification for the commissioned post-CSE provision, and through individual assessments Rise was able to effectively support those who may not fit a typical survivor profile or had other complexities (for example acute mental health needs).

Sub-Group members were keen to learn what how Rise measured success in the way it provided support. They were advised that this relied on identifying an individual's (unique) needs and ensuring that the right services were in place. Most importantly however success was about enabling survivors to engage with the service positively, and to achieve their personal objectives, to help stabilise their life and to support them to move forward with confidence.

Feedback from survivors who accessed services was captured and was used to inform improvements. In addition, an exit survey was completed at the end of each support plan. This feedback was then used as an integral part of performance management and quality control as it identified gaps in provision or where services could be improved or developed.

Members learnt that there was no waiting list for survivors to access support services at Rise and processes were in place to ensure that demand was met.

6.3 **GROW**

Members of the group met with Joanna Jones – Operational Manager at GROW to discuss the commissioned services that they delivered to survivors of CSE.

Members learnt about the extensive experience that GROW had in delivering support to CSE survivors. A service offer had been in place prior to the Jay Report and there were well-established and comprehensive referral pathways for clients to access the service.

Prior to the pandemic, GROW had not needed to maintain waiting lists for those accessing support, although a decision was taken to open a waiting list temporarily in order to maintain services. It was noted that this waiting list had now cleared and GROW worked proactively with referring agencies in order to manage demand.

GROW outlined how it worked with the other providers of commissioned services in Rotherham and the NHS Trauma and Resilience Service in order to ensure the appropriate level of support was offered to survivors of CSE. Members were advised on how the model of support offered was centred around an individual's specific needs and how it would continue for as long as was required. The aim underpinning its services was to build client resilience in way that did not create dependency on

services. From the initial session, clients were supported to identify what success meant for them, how progress would be assessed through their journey and what exit strategies would be in place once their objectives were achieved.

Members discussed how the voice of survivors was captured and used to inform service delivery. At each step of the support journey, clients were asked for their views about the service and if it was addressing their specific needs in the right way. Surveys and questionnaires were also used to gather feedback. Service users had set up a voice and influence group, using trauma informed approaches. The service users were happy to participate in this group in the knowledge that they were improving services and helping other survivors.

Members were advised that success for a client could be seen in many ways including being open to accessing services, increased confidence, a reduction in incidents of self-harming, recognition of the trauma that they have been through or by moving into training, education or employment. Members were advised that success was measured for each individual separately as each one was on a different journey.

#### **6.4 Rotherham Abuse Counselling Service (Rothacs)**

Members of the group met with Angela Toulson - Executive Officer and Patricia McGrath – Counsellor, at Rothacs.

As with the other providers of support services, Rothacs outlined that many survivors of CSE did not recognise or identify themselves as victims of CSE. Initial assessments would draw out the issues that had led to the trauma that had been experienced. Any clients who were not eligible for support, were signposted to alternative support services in Rotherham. It was noted that clients who were eligible for support, but who were not able to access services were kept on a waiting list.

Members learnt that Rothacs currently had long waiting lists of clients waiting to access support but were advised that a separate waiting list was maintained in respect of the services commissioned by Rotherham MBC for CSE survivors. It was noted that there were no clients currently on this waiting list.

Rothacs defined and measured the success of their interventions with clients through a set of key performance indicators and analysing case studies of clients' individual journeys. Through this, Members were assured to learn that the voice of the survivor was front and centre in the design and delivery of services

Flexible approaches were offered by Rothacs to enable clients to access counselling support. This included online content that could be accessed at any time by clients as well as face-to-face, telephone and online counselling. Access to online support materials was maintained even when support to clients has ended. Clients are advised that they could re-engage with counselling support at any time.

Members were pleased to note how much effort the team at Rothacs made to ensure that the experience of accessing services for clients was a welcoming and positive one.

#### **6.5 Conclusions from the meetings with the providers of commissioned services.**

##### **6.5.1 The strengths of the services in Rotherham lie in the breadth of provision.**



Recognising that there is no typical profile of a survivor and survivors are not a homogenous group, there is a choice of practical and emotional support and advocacy or evidence-based therapeutic interventions dependant on the client's needs and wishes. Services are working hard to create a compassionate welcoming and responsive base for clients and have moved to more flexible provision such as online sessions, telephone counselling as well as face-to-face work, as a result of the pandemic. Services look to engage with service users creatively, including using social media.

Waiting lists are managed well (there are currently no delays in accessing commissioned services) and survivors can re-engage with support if they decide to pause support. Each of the commissioned services had performance measures in place to measure the success of the interventions based on case studies, exit surveys and monitoring outcomes and objectives for each survivor. Each agency had developed clear exit strategies for clients based on personal objectives being achieved.

Recognising the complexities attached to measuring success each provider of services looked creatively to capture survivors' voices to inform service developments. The voice and influence group set up by GROW was a particularly good example of this.

There is good evidence of multi-agency working and signposting between different agencies, including Adult Social Care and other safeguarding partnerships to deliver their work sensitively and effectively. Links with the Trauma and Resilience Service ensures that therapeutic interventions have clinical oversight and access to current innovative trauma-informed practice.

## **7.0 Benchmarking activity: other local authorities**

Members met with officers and members from five other local authorities. The findings are summarised below. The authorities were selected because they had developed innovative practice in key areas such as prevention or post abuse support.

### **7.1 Durham County Council**

- 7.1.1 Service provision for survivors of CSE sits within the Adult Social Care directorate although there is no specific post-CSE support service commissioned by the Council. Survivors of CSE are usually well into their adult lives when they make a disclosure of CSE. Having service provision under Adult Social Care ensures clear and unambiguous ownership, prevents duplication, and also helps toward multi-agency partner buy-in. Officers at Durham advised that transitions between children's and adult services in Post-CSE support were carefully managed to ensure seamless transitions.
- 7.1.2 The Council has numerous access points for survivors to be referred to services for support and depending on how the initial disclosure is received the most appropriate pathway into support is determined. Following a referral, a multi-agency meeting consisting of Adult Social Care, Health, Police and GP Services takes place. Officers also noted other services linked into support networks including domestic abuse support services, mental health services, services providing therapeutic social work support to children with trauma, Barnardo's and Edge of Care services.

- 7.1.3 Durham has a multi-agency Child Exploitation Group, chaired by a senior police officer who is able to link into the National Crime Agency to support intelligence gathering. The group reports through the governance structure of the multi-agency safeguarding arrangements and also to the council's overview and scrutiny function on a thematic basis. The Police and Crime Commissioner also has a good oversight and had commissioned services to support survivors.
- 7.1.4 Understanding of adverse trauma is crucial in providing support to survivors and there is a commitment to quality trauma informed training for any trusted adult connected to a child. Durham also participates in regional activities that enable learning and the sharing of good practice. There is a strong focus on training and awareness raising
- 7.1.5 Durham has developed a CSE risk matrix, this was co-produced with partners to ensure joint ownership and consistent and robust application. Support workers are allocated to anyone viewed as at risk or who is hard to reach. The offer of support is not time limited (the matrix is reviewed regularly, and support remains in place until the risk is assessed as low by the multi-agency team).

The risk matrix and an "Outcome Star" are used to measure the success of interventions. The tools measures risk before and after interventions and progress against a range of well-being indicators.

Case audits are undertaken periodically to provide assurances that high standards are maintained and to obtain an increased understanding of the issues related to post-CSE support. It is, yet, unclear as to how much service users have been able to contribute to the design of the support services delivered.

- 7.1.6 Members noted that careful consideration was given to the way language was used across services to counter negative associations and minimise blame and stigma. With regard to CSE, the sub-group welcomed the authority's desire to move towards inclusive language to acknowledge survivors in their own right with unique needs. Members were also impressed at the efforts that had been made around the use of language by services, noting that how this was a really important factor in how services were perceived by service users

## 7.2 **Kirklees Metropolitan Borough Council**

- 7.2.1 Support services for vulnerable adults sit within the Communities Service which is part of Kirklees Council's Adult Care Directorate.

The services are designed to be delivered at a local level to facilitate easy access for service users. Kirklees commissions a range of core services with an aim to enhance what is already available in the voluntary sector. This approach avoids any duplication of service provision. The wrap around support provided a holistic way, having evolved in response to the needs of survivors and their feedback and experiences of services.

Kirklees Better Outcomes Partnership (KBOP) is one avenue to accessing help and person-centred support. The services under KBOP umbrella are outcome focussed and allow for a holistic approach to be taken to a survivor's recovery with key worker support, support planning and reviews

The Council provides funding for support services with additional resources being made available from the local CCG and Police. Services are also commissioned from the third sector including provision for outreach and accommodation-based services. The Council also provides funding towards relationship education as the importance of this in addressing the causes of CSE and other abusive and controlling relationships.

The Cabinet Member for Health and Social Care stressed the importance that services reach all parts of the community and their approach had a strong emphasis of equalities and diversity.

- 7.2.2 The Council's approach is trauma informed and recognises that survivors have diverse paths in their journey to recovery. The delivery of support is centred upon what the survivor needs (rather than what services think survivors need) or what specific services can offer.

The offer enables the delivery of support services according to different levels of need. As an example, a survivor may have immediate housing or financial needs and an offer of psychological therapy may not be the right time for that person but may be required at a later point when other more immediate needs have been met.

The Kirklees approach also recognises the stigma that is often attached to sexual offences and how these may impact on survivors. This allows a person to be in control of when and how they may want to disclose their experiences, if at all. Access to support services is not dependent upon a disclosure of child sexual exploitation or abuse or an active police investigation. Referrals for support are received by a care plan or self-referral.

- 7.2.3 Kirklees have an overarching and strategic commission that looks broadly at issues relating to mental health, community safeguarding and perpetrators which link into the support offered for CSE survivors. This approach ensures that a full understanding of the current pathway for a service user according to needs can be made and a successful transition for CSE survivors into a successful and stable adult life is possible.

- 7.2.4 Kirklees have recently begun to map objectives and actions to specific workstreams. These are:

- Development of a new Child Sexual Exploitation Commission which will include a redesign of the current survivor pathway building on the learning and successes already developed by others.
- Preventing future exploitation by piloting a community safeguarding approach.
- Carrying out a research-based piece of work, to gain an understanding of the profile of a perpetrator and the impact of the abuse on their direct families, with specific focus on gender.

With this approach it is envisaged that each objective will have a tangible outcome measure. This is still in development and further research is planned with survivors to establish how these measures will build on lived experiences and expectations. This approach aims to ensure that the accountability framework reflects the

survivor's voice.

### **7.3 Rochdale Metropolitan Borough Council**

- 7.3.1 Rochdale is committed to supporting adult victims of CSE to address identified needs that have resulted from their childhood abuse. Rochdale has worked to remove many barriers that have previously prevented survivors accessing support services.

Rochdale are keen to work with other authorities to share best practice. The Council is committed to offering a holistic approach to the support that is offered to survivors. Elected members and scrutiny are keen to keep abreast of the support offer and the monitoring of services.

- 7.3.2 Post-CSE support in Rochdale sits within the Adult Social Care directorate and there is a long-term commitment to fund services. Funding for support services is also received from the Housing and Children and Young People's Service Directorates, as well as from the Police. As a consequence, CSE survivors receive services as any other vulnerable adult would. There is no dedicated service or pathway for CSE survivors.

The Adult Social Care offer is enhanced by contributions from Rochdale Clinical Commissioning Group (CCG) for mental health provision. Due to mainstream funding the Council can offer a full-time social worker engaged on CSE only who is supported by two other social workers, as required. The full-time social worker can access support and services via the wider Adult Social Care offer as well as from mental health provision commissioned by the local CCG.

- 7.3.4 Adult Social Care assesses the needs of individuals referred to them from Children and Young People's Services and/or the Police using an agreed referral form. Consultation has also taken place in the past with relevant groups and individuals on what support services should look like. However, as the services delivered are totally bespoke, feedback is used on a case-by-case basis to ensure the individual offer continues to meet individual needs.

Services are delivered by Adult Social Care and a network of other providers and partners including the CCG funded therapeutic services. There is no requirement for a service user to be involved with current or past police investigation in order to access services.

There is also no requirement for a re-referral if a survivor disengages then wishes to re-engage after an initial assessment has been made. Access to services is not time limited.

- 7.3.5 It was also noted that there was also a voluntary organisation in Rochdale, Parents Against Grooming (PAG) that had been formed in 2012 to give survivors of child sexual abuse a voice. PAG offers counselling referrals, drug and alcohol help, suicide awareness, internet awareness and homelessness awareness services. PAG also offers peer to peer sessions for male and female survivors of abuse and sexual assault that are accessed by survivors from both Rochdale and the wider area.

Officers at Rochdale recognised victims and survivors were not a homogenous group and as such, group dynamics had to be addressed sensitively when

delivering services and engaging with survivors.

- 7.3.6 Rochdale recognises the challenges involved in measuring outcomes specifically for CSE victims/survivors. Officers at Rochdale were confident that as all services are delivered in house or with existing partners, that services are well-structured and are supported by guidance that assists their effective delivery. Performance is measured within normal performance monitoring processes.

#### 7.4 **Sunderland Council**

- 7.4.1 The sub-group were advised of the approach taken by Sunderland which treats survivors as adults who have suffered a trauma and need support, rather than focusing on the events that initially led to the trauma. This approach means that support services are flexible and can be tailored to suit individual needs by accessing the most relevant support pathway.

Similarly, to Durham and Rochdale, Sunderland's Post CSE Abuse Support services are delivered from within Adult Social Care.

- 7.4.2 Referrals at Sunderland can be made through social workers, safeguarding teams, Police, and the Multi-Agency Safeguarding Hub. There is also a regional victim's hub managed with the police that can also make referrals. Referrals initially go to Adult Social Care or to Children and Young People's Services depending on age. Service users who have been referred to Children's Services will transition to Adult Services at the appropriate time in a planned and managed way that ensures consistent delivery of services for the individual involved.
- 7.4.3 Services in Sunderland are provided directly by the Council and bespoke services can be commissioned externally if required.
- 7.4.4 Sunderland has no specific measures of success as they recognise that each case is individual and unique. Performance monitoring is managed through normal performance monitoring procedures.

#### 7.5 **Telford and Wrekin Council**

- 7.5.1 In report to Telford and Wrekin Cabinet on 17 November 2016 it was noted that

*"Ofsted reported that: "Work with children and young people at risk of sexual exploitation is very strong. The local authority has been a champion for tackling this issue. It provides leadership to partner agencies, with who this work is well co-ordinated..."<sup>3</sup>*

The most recent Ofsted report, states that their work in this field is still an area of excellent practice<sup>4</sup>.

As in Rotherham, support services for adult survivors of CSE sits in Children and Young People's Directorate.

<sup>3</sup> Telford and Wrekin Cabinet Report "Ensuring Children are Fully Protected in Telford And Wrekin – Getting to Good" 17 November 2016

<sup>4</sup> Telford and Wrekin Council Inspection of children's social care services January 2020, <https://files.ofsted.gov.uk/v1/file/50147381>

- 7.5.2 The Children Abused Through Exploitation (CATE) service at Telford and Wrekin are a small team within Telford and Wrekin Council, Family, Cohesion and Commissioning Services that support young people aged 13 -19 who are at risk of CSE or have been a victim of CSE. The team also provide education and advise on issues surrounding CSE and on further support pathways.
- 7.5.3 Telford and Wrekin have a Survivor Committee “experts by experience” which is separate from the Holly Project but run by ‘Holly workers’ (people from the Holly Project). It was acknowledged that historically, it had been difficult to build trust with survivors, who believed they had not been listened to by the Council. Engaging survivors through forums such as this ensures survivors have a voice and can help shape the delivery of the services they may need to access. It was felt that this method of working has helped to rebuild trust between survivors and Telford and Wrekin Council. The survivors have been seen as central to shaping services and provision and have significant influence.
- 7.5.4 The Holly Project is the only post-CSE abuse service run by survivors that the sub-group discovered during its work. The service is run in conjunction with the YMCA. It was initially set up for a period of six months but was extended to two years with an optional one-year extension. It offers information and advice, guidance, peer support/mentoring, and signposting. Funding for this service comes from CYPS at the Council and the Police and Crime Commissioner. Telford and Wrekin CCG also provided input on emotional trauma in order to support survivors.
- 7.5.5 A Members Advisory Group has been set up to receive reports and monitor outcomes. It was felt that the Advisory provided assurance to survivors that the issues surrounding CSE and post-abuse support are taken seriously by members.

## **8.0 Conclusions**

- 8.1 The process of speaking to officers and elected members at other local authorities was invaluable in assessing how services delivered in Rotherham to support survivors of CSE compared to those delivered elsewhere.

Members of the group would again like to note their sincere thanks to all who took the time to support the group with their research.

- 8.2 Members agreed that each authority were delivering agile and responsive services to meet the varied and evolving needs of CSE survivors in the context of their local circumstances. However, was difficult to make direct comparisons with services elsewhere because work to support post-abuse recovery differed widely.

Members agreed that there were notable strengths identified in the methods of delivering post-CSE support services across other local authorities that could be considered for implementation in Rotherham to further strengthen the delivery of post-CSE support.

These included:

- Processes to enable the voice of survivors to be heard and input into how support services are delivered (including member forums).
- The delivery and coordination of all post-CSE support services being managed by Adult Care Services.

- The merits of having dedicated Adult Care Social workers who can coordinate the delivery of post-CSE support services.
- Coordinating the delivery of services with those offered in the voluntary sector to avoid duplication and to maximise the reach of services that are delivered with the available funding.
- How services delivered by voluntary groups on practical issues, such as housing and benefits were used to complement the services related to trauma.
- Having the flexibility to commission either directly, or via partners such as a CCG, specific support services to meet individual's needs which sit outside current provision.
- Ensuring that there are different referral points for survivors to access support and these are shared publicly and with partners.
- Processes that facilitated the sharing of best practice regarding post-CSE support at a regional level.

8.3 Taking into account, the evidence received and desktop research, we conclude that there is a comprehensive level of post-abuse support for adult survivors of CSE in Rotherham.

The breadth of the service offer in Rotherham, and its trauma informed approach, was held to be an exemplar of good practice by many of the authorities we spoke to. This includes commissioned services delivered by Rotherham Rise, GROW and Rothacs; the Trauma and Resilience Service and the core offer provided by Adult Social Care.

However, drawing on its research, the sub-group identified areas where processes could be streamlined, enhanced and accountability improved.

## **9.0 Recommendations**

- 9.1. That post-CSE services are transferred to the Adult Social Care, Housing and Public Health directorate to enable the greater integration and coordination of support pathways that are available to adult victims of trauma as children.
- 9.2 That further work is undertaken with relevant partners and survivors to improve the ways in which survivors' voices are captured to inform future reviews of post-abuse services (for example drawing on the research from Sheffield Hallam University, the development of voice and influence groups or other survivor's forums).
- 9.3 That consideration is given to appropriate governance arrangements to enable elected members to provide a steer on the activity that is taking place within the Borough to stop CSE/CCE and support survivors.
- 9.4 That the Improving Lives Select Commission continue to monitor the provision of post-abuse support to survivors of CSE.
- 9.5 In relation to 9.3 and 9.4, that consideration is given to capturing survivors' voices to inform these processes.
- 9.6 To emphasise the shared responsibility of all elected members, that an annual

training event/workshop is delivered. This is to ensure that all elected members are kept up to date with the activity within the Borough to protect young people from being at risk of harm from CSE/CCE and support adult survivors to move forwards in their lives.

- 9.7 That the relevant Strategic Directors explore options for sharing best practice with other local authorities in the Yorkshire and Humber Region
- 9.8 Drawing on good practice from Durham County Council, that consideration is given is given to the language used in the provision of post-CSE support to ensure that it is positive and inclusive of the needs of those accessing services.



Public Report  
Overview and Scrutiny Management Board

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**Committee Name and Date of Committee Meeting**

Overview and Scrutiny Management Board – 19 January 2022

**Report Title**

Findings from Spotlight Review of Support for Young Carers

**Is this a Key Decision and has it been included on the Forward Plan?**

No

**Strategic Director Approving Submission of the Report**

Jo Brown, Assistant Chief Executive

**Report Author(s)**

Katherine Harclerode

katherine.harclerode@rotherham.gov.uk

**Ward(s) Affected**

Borough-wide

**Report Summary**

To summarise the findings and recommendations from the 22 October 2021 Health Select Commission spotlight review in respect of support for young carers.

**Recommendations**

1. That the report be noted.
2. That the following recommendations be submitted to Cabinet for consideration and response:-
  - a) That action plans and performance matrix be supplied as part of the next update in 12 months' time.
  - b) That a plan be developed to address the current data gap in respect of young carers who mature into adult carers, with a view to providing the best preparation possible and making this transition as seamless as possible for young carers who may continue to have caring responsibilities into adulthood.
  - c) That consideration be given to how best to provide additional support to young carers seeking to access employment skills, education and training.

**List of Appendices Included**

None

**Background Papers**

None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

Health Select Commission - 25 November 2021

**Council Approval Required**

No

**Exempt from the Press and Public**

No

## **Findings from Spotlight Review of Support for Young Carers**

### **1. Background**

- 1.1 As part of the discussions of the Adult Carer's Strategy at the 8 July meeting of Health Select Commission, a spotlight review was undertaken in tandem with Improving Lives Select Commission to examine the support available for young carers both during the pandemic and entering the recovery phase. Members met with service leads from the Council's Early Help Service and partner organisation Barnardo's on 22 October 2021.

### **2. Key Issues**

- 2.1 Members sought assurances that robust and proactive efforts are made to identify Young Carers who are in need of support. Members requested to be kept informed of high-level action plans. Members also expressed concerns around unmet needs in the Borough and indicated interest in the outcomes of the targeted engagement programme. The response from service leads in the Council and Barnardo's provided assurances that young carers are proactively sought out. The family support elements of Early Help are robustly assessed, and it was noted that not all young carers who are supported through Early Help and other partners are necessarily known to Barnardo's. It was also noted that Housing Officers, for example, can be important eyes and ears to identify a need early. This is everyone's responsibility.
- 2.2 Members also requested clarification around the allocation of moneys to help young carers. The Covid Outbreak Management Funds (COMF) grants are time-limited and have been made available for the delivery of a specific programme for young carers. For that reason, the impact of that piece of work will be assessed separately. All of the money allocated for this work goes directly to the service.

Assurances were sought around support in place for young carers who may not self-identify or make themselves known to the service. The service leads acknowledged that sometimes there might be a fear that the child will be removed from the home, so there can be hesitation to engage. The service does not take refusal at face value. Very skilled workers in the service persist and try different methods. The service takes responsibility for finding the right way to engage the child and family. If the service identifies a need, but the child does not want to engage, the service must respect that decision but also makes sure that the child's school and other professionals in their lives are keeping an eye out to monitor. Sometimes a child might not want to do specific young carer activities but might be happy to come to a youth event associated with Early Help. Numerous examples of siblings who did not engage at first, have begun to show interest after a sibling becomes familiar with the service and the community. The young carers service at Barnardo's is often pulled into the wraparound Early Help plan for a family, where appropriate.

Members expressed hopes that training and good practice is available to

contractors recognise a young carer who may need help. The response from leads confirmed that trainings have been delivered to various council contractors such as Mears, to spread the message that safeguarding is everyone's business. Following on from these trainings, several situations where concerns were flagged early resulted in significant positive outcomes.

Members also further inquired around the plan for young carers who age out of the service age group as they become adults. The response from leads acknowledged that the best time to help a young person prepare for what will happen when they turn 18 is when they are 16 or 17. Assurances were provided that pathway exists for the most vulnerable young people as they turn 18, but there remains a gap in data around the journey of young carers who become young adults. Without a cohort of young people who have agreed to contribute to this research, this will continue be an area of unknowns.

What support is available to help the young carers be able to access employment skills, training, and higher education. Liaison with local universities, particularly Rotherham and Sheffield Hallam campuses, has been very positive, with focus group weekends available to the young people to familiarise them with the environment and other carers who are university students and prospective students. However, limitations remain for young people who wish to pursue education but are limited to a short radius from home because of their caring responsibilities. For many young carers, options further afield would be out of reach.

Assurances were requested that teachers and other professionals such as GPs are trained and supported to identify a need. The response noted that the service liaises with link workers in schools according to the school's unique framework. This supports teachers and safeguarding leads in schools to be able to receive that information. As restrictions have eased, professionals are spending more time with young people and referrals are rising.

Assurances were sought around the provision of face-to-face support during COVID-19. The response noted the impact of restrictions on face-to-face activities, such as only one child being allowed to be transported per car journey. These precautions were especially important because many of the young people have a vulnerable family member. Home visits were conducted during the pandemic, although some young carers chose to suspend these, and community events were held but not in the large numbers as in the past.

Clarification was requested around the process for getting support for a mental health need that has been identified. Barnardo's does not attempt to

tackle significant mental health problems; they coordinate the referral to Child and Adolescent Mental Health Services (CAMHS) to give the right support. On a day-to-day basis, the work focusses on issues like self-esteem, stress, anger, and relaxation. These are tailored to the needs of the individual child based on what the young people feed back that works for them, and these sessions are not time-limited.

### **3. Options considered and recommended proposal**

- 3.1 Recommendations were generated by Members and derived from discussion during the Q&A session with service leads.

### **4. Consultation on proposal**

- 4.1 Members have regard to the expressed views of their constituents in their formulation of scrutiny priorities and lines of inquiry. Recommendations from scrutiny are produced as outcomes of consultation with Members in their role as elected representatives of Rotherham residents.

### **5.0 Legal Advice and Implications**

- 5.1 There are no legal implications arising from this report.

### **6 Human Resources Advice and Implications**

- 6.1 There are no human resources implications arising from this report.

### **7. Implications for Children and Young People and Vulnerable Adults**

- 7.1 The implications for children, young people and vulnerable adults are set out in the main body of the report.

### **8. Equalities and Human Rights Advice and Implications**

- 8.1 Furthering equalities and human rights is an objective of scrutiny; therefore, Members give consideration to equalities in the development of scrutiny work programmes, lines of inquiry and in their derivation of recommendations designed to improve the delivery of council services for residents.

### **9. Implications for CO<sub>2</sub> Emissions and Climate Change**

- 9.1 There are no climate or emissions implications associated with this report.

### **10. Implications for Partners**

- 10.1 Implications for partners are set out in the main sections of the report.

### **11. Risks and Mitigation**

11.1 There are no risks arising from this report.

**12. Accountable Officer(s)**

Emma Hill, Acting Head of Democratic Services

*Report Author: Katherine Harclerode*

*katherine.harclerode@rotherham.gov.uk*

This report is published on the Council's [website](#).

Public Report  
Overview and Scrutiny Management Board

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**Committee Name and Date of Committee Meeting**

Overview and Scrutiny Management Board – 19 January 2022

**Report Title**

Findings of Spotlight Review on External Funding

**Is this a Key Decision and has it been included on the Forward Plan?**

No

**Strategic Director Approving Submission of the Report**

Jo Brown, Assistant Chief Executive

**Report Author(s)**

Katherine Harclerode, Governance Advisor  
katherine.harclerode@rotherham.gov.uk

**Ward(s) Affected**

Borough-Wide

**Report Summary**

To summarise findings from the Improving Places Select Commission spotlight review which met on 12 November 2021 to scrutinise external funding sources for regeneration and transformation.

**Recommendations**

1. That the report be noted.
2. That the following recommendations be submitted to Cabinet for consideration and response: -
  - a) That the ambition of the service in submitting bids be commended.
  - b) That the feedback from the government regarding the Dinnington and Wath bids for Levelling Up Funds be circulated when available.
  - c) That the Governance Advisor liaise with the Regeneration Strategy team to coordinate upcoming scrutiny work on markets with a view to feeding into future bids involving markets.
  - d) That efforts to ensure Rotherham receives its fair portion of gainshare or “single pot” funds from the Mayoral Combined Authority be noted.

**Background Papers**

None

**Consideration by any other Council Committee, Scrutiny or Advisory Panel**

Improving Places Select Commission – 14 December 2021

**Council Approval Required**

No

**Exempt from the Press and Public**

No



## **Findings of IPSC Working Group on External Funding – 12 November 2021**

### **1. Background**

- 1.1 The Council has submitted various bids for funding from a variety of sources to fund regeneration and transformation projects around the Borough. Several bids have been successful, while others have been denied. A presentation was requested to illustrate the status of bids and funding packages and the relevant projects that will be delivered.

### **2. Key Issues**

- 2.1 Clarification was requested around Mayoral Combined Authority (MCA) funding and assurances were requested that Rotherham receive its fair share of the money in these Sheffield City Region pots.
- 2.2 Clarification around plans for a new mainline station was also requested. Discussions were currently underway around a new station that would directly connect to places like Birmingham, making this a completely different offer than that which was currently available. Current conversations around transport are in motion to enable this station, and the Government has given assent.
- 2.3 Regarding the Levelling Up Fund, it was wondered if there were additional projects going on in the background which were also considered for bids. The service was continuing to do master-planning work in Dinnington and Wath so that when future funding is secured, these plans will be ready. The Maltby project had been deemed lower value, which meant it was not chosen in the end to receive this funding. Some projects that were not quite ready in time for this funding envelope. Gainshare bids and lining up local priorities will be crucial for those projects that have not been able to pull down funds from national government. The term in use for these plans is “blueprint,” and it was noted that the local blueprint planning will be prepared. “Gainshare” is the term for the single pot of funds designated for the Sheffield City Region.
- 2.4 Although it was not possible to speculate around the Dinnington and Wath projects, as far as deliverability, Members requested more information around bid suitability. In other words, were these projects ever likely to be successful Government bids, or were they likely to have to rely on Gainshare and local funds from the outset? Officers provided more information around the history of the projects, having been started from an early stage and prepared for submission via officers’ sustained and ambitious effort. The desire to submit three bids from standing start by June 2021 was acknowledged a risk. The ambition and drive had been there, however, and the view was that it was worth trying. The initial round had used gainshare funds, but the government was going to allocate £125,000 for the second round, which had not been available in the first round.
- 2.5 Officers provided details of an upcoming feedback session that had been agreed, which affords until the springtime to respond to the feedback and prepare the projects further. With the feedback, it was hoped that the really strong bid will result in round two. The feedback which will be delivered to the

service in the week commencing 13 December, was not available in time to be appended to this report but will be provided to Members when it becomes available.

- 2.6 Clarification around active travel locations was requested to be included in the full Active Travel update report coming to IPSC in spring 2022.
- 2.7 Members observed that physical infrastructure alone will not bring about “levelling up”; rather, real advancement and growth requires an array of factors linking together to achieve this, including for example, education and connectivity.

### **3. Options considered and recommended proposal**

- 3.1 The discussion included some possible ways to strengthen bids in the next round including sharing with the service the outcome of upcoming spotlight review on markets.

### **4. Consultation on proposal**

- 4.1 The working group is effectively a consultation with Members, as elected representatives of the residents of Rotherham, around the ongoing efforts to secure external funding.

### **5. Timetable and Accountability for Implementing this Decision**

- 5.1 The timetable for implementing any recommendations from this report is a decision reserved to the directorate that houses the relevant services.

### **6. Financial and Procurement Advice and Implications**

- 6.1 There are no financial or procurement implications beyond those described in the main sections of the report.

### **7. Legal Advice and Implications**

- 7.1 There are no legal implications arising from this report.

### **8. Human Resources Advice and Implications**

- 8.1 There are no human resources implications arising from this report.

### **9. Implications for Children and Young People and Vulnerable Adults**

- 9.1 There are no implications for children and young people and vulnerable adults arising from this report.

### **10. Equalities and Human Rights Advice and Implications**

- 10.1 Members have regard for equalities and human rights concerns in forming the recommendations summarised in this report.

**11. Implications for CO<sub>2</sub> Emissions and Climate Change**

**11.1** There are no implications for emissions and climate change arising from this report.

**12. Implications for Partners**

**12.1** There are no implications for partners arising from this report.

**13. Risks and Mitigation**

**13.1** Members have regard to the risks and mitigation factors associated with the services under scrutiny and have made recommendations accordingly.

**14. Accountable Officer(s)**

Emma Hill, Acting Head of Democratic Services

*Report Author: Katherine Harclerode*  
Advisor

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**FORWARD PLAN OF KEY DECISIONS**  
**1 January 2022 – 31 March 2022**

This is formal notice under the Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012 of Key Decisions due to be taken by the Authority and of those parts of the Cabinet meeting identified in this Forward Plan will be held in private because the agenda and reports for the meeting will contain confidential or exempt information as defined in the Local Government Act 1972.

Contact Information:-

Democratic Services  
Riverside House  
Main Street  
Rotherham  
S60 1AE

Email: [governance@rotherham.gov.uk](mailto:governance@rotherham.gov.uk)  
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### What is the Forward Plan?

The Forward Plan contains all the key decisions the Council expects to take over the next three months. It will be refreshed monthly and will give at least 28 days' notice of any Key Decisions and, if applicable, the Cabinet's intention to discuss an item in private. This gives you the opportunity to submit relevant documents to the decision maker concerning any individual Key Decisions and draws to your attention any relevant constitution process.

### What is a Key Decision?

A Key Decision is one which is likely to:-

- relate to the capital or revenue budget framework that is reserved to the Council, or
- result in income, expenditure or savings of £400,000 or greater, or
- have a significant effect on two or more wards

A Key Decision can be made by the Cabinet. The Forward Plan also includes some matters which are not Key Decisions under the heading "Decisions which are not Key Decisions".

### What does the Forward Plan tell me?

The plan gives information about:

- what key decisions are to be made in the next three months.
- the matter in respect of which the decision is to be made.
- who will make the key decisions.
- when those key decisions are likely to be made.
- what documents will be considered.
- who you can contact for further information.

### Who takes Key Decisions?

Under the Authority's Constitution, Key Decisions are taken by the Cabinet. Key Decisions are taken at public meetings of the Cabinet. The Cabinet meets once a month on a Monday at 10.00am at Rotherham Town Hall. Meeting dates for 2021/22 are:

21 June 2021	20 September 2021	22 November 2021	24 January 2022	28 March 2022	16 May 2022
19 July 2021	18 October 2021	20 December 2021	14 February 2022	25 April 2022	

### Further information and Representations about items proposed to be heard in Private

Names of contact officers are included in the Plan.

If you wish to make representations that a decision which is proposed to be heard in private should instead be dealt with in public, you should contact Democratic Services by no later than five clear working days before the meeting. At the end of this document are extracts from the Local Government Act 1972 setting out the descriptions of information which may be classed as "exempt", and the definition of confidential information.

### The members of the Cabinet and their areas of responsibility are: -

Councillor Chris Read	Leader of the Council
Councillor Sarah Allen	Deputy Leader and Cabinet Member for Neighbourhood Working
Councillor Saghir Alam	Cabinet Member for Corporate Services, Community Safety and Finance
Councillor Dominic Beck	Cabinet Member for Transport and Environment
Councillor Amy Brookes	Cabinet Member for Housing
Councillor Victoria Cusworth	Cabinet Member for Children and Young People
Councillor Denise Lelliott	Cabinet Member for Jobs and Local Economy
Councillor David Roche	Cabinet Member for Adult Social Care and Health
Councillor David Sheppard	Cabinet Member for Social Inclusion

Decision title	Date added to the Forward Plan	What is the decision?	Cabinet Portfolio	Who will be consulted	Documents to be considered	Wards affected	Is the decision to be made in private	Directorate and contact for further information
<b>KEY DECISIONS TO BE TAKEN ON 24 JANUARY 2022</b>								
<b>CHILDREN AND YOUNG PEOPLE'S SERVICES</b>								
Proposal to make prescribed alterations to the Willows School	November 2021	To note outcome of the statutory consultation and seeking determination of the proposals to increase the number of registered places on a permanent basis.	Cabinet Member for Children and Young People	Ward Members, constituency MP's, Parish Councils, parents/carers of children attending the school, all schools and wider stakeholders.	Report	All Wards	Open	Suzanne Joyner Tel: 01709 247617 suzanne.joyner@rotherham.gov.uk
<b>FINANCE AND CUSTOMER SERVICES</b>								
November 2021/22 Financial Monitoring	November 2021	To note the current revenue and capital monitoring position and agree any required actions.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and Stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
<b>REGENERATION AND ENVIRONMENT</b>								
Rotherham Cycling Strategy (2021)	November 2021	To approve the Cycling Strategy.	Cabinet Member for Transport and Environment	Relevant Members, Officers and stakeholders.	Report and Appendices	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
The Safer Rotherham Partnership Domestic Abuse Strategy	November 2021	To approve the Safer Rotherham Partnership Domestic Abuse Strategy.	Cabinet Member for Children and Young People	Public, Partners, Colleagues, ILSC, Cabinet Members	Report and Appendices	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
Towns and Villages Fund	November 2021	To approve the approach for the implementation of the Towns and Villages fund.  The Towns and Villages fund is a £4m capital scheme through which the Council intends to invest in local town and village centres.	Deputy Leader and Cabinet Member for Neighbourhood Working	Relevant officers, Members, communities.	Report	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk

Decision title	Date added to the Forward Plan	What is the decision?	Cabinet Portfolio	Who will be consulted	Documents to be considered	Wards affected	Is the decision to be made in private	Directorate and contact for further information
<b>NON-KEY DECISIONS TO BE TAKEN ON 24 JANUARY 2022</b>								
<b>REGENERATION AND ENVIRONMENT</b>								
Modern Slavery Annual Transparency Statement	November 2021	To approve the annual modern slavery transparency statement for publication.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant colleagues, Cabinet Member, Partners.	Report and Appendices	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
<b>KEY DECISIONS TO BE TAKEN ON 14 FEBRUARY 2022 OR LATER</b>								
<b>CHILDREN AND YOUNG PEOPLE'S SERVICE</b>								
Proposal to Increase Capacity at Brinsworth Academy	December 2021	To approve the allocation of capital funding to provide an additional 150 places at Brinsworth Academy to meet future rising catchment area demand.	Cabinet Member for Children and Young People	Ward Members, constituency MP's, Parish Council, parents/carers of children attending the school, all schools in the local area and wider stakeholders.	Report	Brinsworth	Open	Suzanne Joyner Tel: 01709 247617 suzanne.joyner@rotherham.gov.uk
<b>ASSISTANT CHIEF EXECUTIVE</b>								
Social Value Annual Report	November 2021	To receive the Social Value Annual Report including progress toward social value in commissioning, procure and real living wage accreditation. It will also plot planned developments for the coming year.	Leader of the Council	Directorates, Stakeholders and partners	Report	All Wards	Open	Sharon Kemp Tel: 01709 822770 sharon.kemp@rotherham.gov.uk
<b>REGENERATION AND ENVIRONMENT</b>								
Clean Air Zone (CAZ) - Submission of Full Business Case	November 2021	To approve the submission to government of the Full Business Case for implementation of the Rotherham and Sheffield Clean Air Zone	Cabinet Member for Transport and Environment	Cabinet Members.	Report	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk



Decision title	Date added to the Forward Plan	What is the decision?	Cabinet Portfolio	Who will be consulted	Documents to be considered	Wards affected	Is the decision to be made in private	Directorate and contact for further information
Application for Enforcement Powers relating to Moving Traffic	November 2021	Approval to submit an application to DFT for powers to enforce moving traffic offences under Pt 6 TMA 2004 and, if approved, to submit to Council for decision.	Cabinet Member for Transport and Environment	Full Council	Report	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
Town Deal and Levelling Up fund approvals	November 2021	To agree delegation to S151 Officer, Cabinet Member for Jobs and the Local Economy and Strategic Director Regeneration & Environment to sign off Business Cases for all Town Deal and Levelling Up projects.	Cabinet Member for Jobs and the Local Economy	Relevant Members, officers and stakeholders	Report	All Wards	Open	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
<b>FINANCE AND CUSTOMER SERVICES</b>								
Annual Renewal Applications for Business Rates Relief in 2022/23	November 2021	To consider the recommendation for the annual renewal applications for Business Rates Discretionary Relief	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and Stakeholders	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
December 2021/22 Financial Monitoring	November 2021	To note the current revenue and capital monitoring position and agree any required actions.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and Stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
Budget and Council Tax 2022-23	November 2021	To recommend to Council the Budget and Council Tax for 2022/23 including the Capital Programme and Treasury Management Strategies	Leader of the Council	Relevant Members, Officers and Stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
Covid 19 Additional Business Rates Relief Fund	December 2021	To determine the Council's discretionary scheme for the Covid-19 additional business rates relief fund.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk

Decision title	Date added to the Forward Plan	What is the decision?	Cabinet Portfolio	Who will be consulted	Documents to be considered	Wards affected	Is the decision to be made in private	Directorate and contact for further information
<b>NON-KEY DECISIONS TO BE TAKEN ON 14 FEBRUARY 2022 OR LATER</b>								
<b>ASSISTANT CHIEF EXECUTIVE</b>								
Year Ahead Plan Final Progress Report	November 2021	To report on the achievements of the Year Ahead Plan up to end November 2021.	Leader of the Council	Relevant officers, Members and stakeholders.	Report	All Wards	Open	Jo Brown Tel: 01709 255269 jo.brown@rotherham.gov.uk
<b>CHILDREN AND YOUNG PEOPLE'S SERVICES &amp; ADULT CARE, HOUSING AND PUBLIC HEALTH</b>								
Cabinet Response to the Outcomes from the Improving Lives Select Commission Sub-Group on Post-CSE Support	December 2021	To respond to the outcomes of the report produced by the Improving Lives Select Commission Sub-Group on Post-CSE support.	Leader of the Council	Relevant Members, Officers and stakeholders.	Report	All Wards	Open	Suzanne Joyner Tel: 01709 247617 suzanne.joyner@rotherham.gov.uk  Anne Marie Lubanski Tel: 01709 822397 annemarie.lubanski@rotherham.gov.uk
<b>FINANCE AND CUSTOMER SERVICES</b>								
New Applications for Business Rates Relief	November 2021	To consider the recommendation for a new application for Business Rates discretionary relief.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
<b>KEY DECISIONS TO BE TAKEN ON 28 MARCH 2022 OR LATER</b>								
<b>FINANCE AND CUSTOMER SERVICES</b>								
Covid 19 Recovery Fund	December 2021	To consider proposals for the use of the Council's Covid Recovery Fund.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk

Decision title	Date added to the Forward Plan	What is the decision?	Cabinet Portfolio	Who will be consulted	Documents to be considered	Wards affected	Is the decision to be made in private	Directorate and contact for further information
Town Centre Wi-Fi	December 2021	To provide an update on the planned delivery of Town Centre Wi-Fi.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and stakeholders.	Report	Boston Castle	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk
<b>REGENERATION AND ENVIRONMENT</b>								
Regeneration Programme: Strategic Acquisitions	November 2021	To seek delegation to the Assistant Director for Planning, Regeneration and Transport to negotiate and agree terms in relation to strategic acquisitions to facilitate the delivery of the regeneration programme. Where agreement cannot be reached to exercise Compulsory Purchase Order	Cabinet Member for Jobs and the Local Economy	Relevant Members, officers and stakeholders	Report	All Wards	Part exempt Information relating to the financial or business affairs of any particular person (including the authority holding that information)	Paul Woodcock Tel: 01709 822971 paul.woodcock@rotherham.gov.uk
<b>NON-KEY DECISIONS TO BE TAKEN ON 28 MARCH 2022 OR LATER</b>								
New Applications for Business Rates Relief	November 2021	To consider the recommendation for a new application for Business Rates discretionary relief.	Cabinet Member for Corporate Services, Community Safety and Finance	Relevant Members, Officers and stakeholders.	Report	All Wards	Open	Judith Badger Tel: 01709 822046 judith.badger@rotherham.gov.uk

**LOCAL GOVERNMENT ACT 1972 SCHEDULE 12A**  
**ACCESS TO INFORMATION: EXEMPT INFORMATION**  
**PART 1**  
**DESCRIPTIONS OF EXEMPT INFORMATION: ENGLAND**

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any particular person (including the authority holding that information).
4. Information relating to any consultations or negotiations, or contemplated consultations or negotiations, in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes –
  - a. to give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - b. to make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

**PART 2**  
**QUALIFICATIONS: ENGLAND**

*Paragraphs 1-8 repealed.*

- 9 Information is not exempt information if it relates to proposed development for which the local planning authority may grant itself planning permission pursuant to regulation 3 of the Town and Country Planning General Regulations 1992.
- 10 Information which –
  - a. falls within any of paragraphs 1 to 7 above; and
  - b. is not prevented from being exempt by virtue of paragraph 8 or 9 above, is exempt information if and so long, as in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information

**LOCAL GOVERNMENT ACT 1972**  
**SECTION 100A(3) – DEFINITION OF CONFIDENTIAL INFORMATION**

Confidential information means –

- a. information furnished to the council by a Government department upon terms (however expressed) which forbid the disclosure of the information to the public; and
  - b. information the disclosure of which to the public is prohibited by or under any enactment or by the order of a court;
- and, in either case, the reference to the obligation of confidence is to be construed accordingly.

Work programme – Overview and Scrutiny Management Board UPDATED: 22 December 2021

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
16 June	Year Ahead Plan	Pre-decision scrutiny in advance of Cabinet meeting on 21 June.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That Overview and Scrutiny Management Board members are consulted and involved in the development of both the format and the contents of the new medium-term Council Plan.</li> <li>3. That Overview and Scrutiny Management Board members receive regular updates, at a frequency and in a format to be determined, on performance against the objectives contained in the new medium-term Council Plan.</li> </ol>
	Equality Annual Report	Pre-decision scrutiny in advance of Cabinet meeting on 21 June.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That Overview and Scrutiny Management Board members are provided with the training and information to enable them to provide effective scrutiny and oversight of the equalities agenda at the Council in order to ensure the best equalities outcomes are obtained for both residents and Council employees.</li> </ol>
	Finance Update	Pre-decision scrutiny in advance of Cabinet meeting on 21 June.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That a further report be brought to the October 2021 meeting of the Overview and Scrutiny Management Board regarding the allocation of Covid related business support grants.</li> </ol>

	Town Centre Master plan Implementation	Pre-decision scrutiny in advance of Cabinet meeting on 21 June.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That Overview and Scrutiny Management Board members are further consulted on the number, location and design of the public seating areas contained in the Town Centre Masterplan.</li> <li>3. That in addition to protecting established trees and replacing any unhealthy or dying trees, that consideration be given to increasing the overall number of trees in the Town Centre.</li> </ol>
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Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
14 July	Financial Outturn 2020/21	Pre-decision scrutiny in advance of Cabinet meeting on 19 July.	1. That Cabinet be advised that the recommendations be supported.
	May 2021/22 Financial Monitoring	Pre-decision scrutiny in advance of Cabinet meeting on 19 July.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That a report be presented at a future meeting of the Overview and Scrutiny Management Board that details how the changes that have been made to how the Council operates and provides services as a result of the pandemic have informed budget management procedures, and whether these changes to how the Council operates have highlighted any new opportunities where future budget savings could potentially be made.</li> <li>3. That further information on the budget processes and on the assumptions used to determine staffing budgets across all directorates be circulated to members of the Overview and Scrutiny Management Board.</li> </ol>
	Local Plan: Adoption of Heritage at Risk Strategy and Register	Pre-decision scrutiny in advance of Cabinet meeting on 19 July.	1. That Cabinet be advised that the recommendations be supported.

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
28 July	Grange Landfill	Resolved on 18 March that a further report on the latest situation surrounding the Grange Landfill be presented to the Overview and Scrutiny Management Board in three months' time.	<ol style="list-style-type: none"> <li>1. That the report be noted.</li> <li>2. That a further report on the current situation regarding the Grange Landfill site be brought to the January 2022 meeting of the Overview and Scrutiny Management Board, or sooner if there are any significant changes regarding the issues relating to the sites operation.</li> <li>3. That the Assistant Director, Community Safety and Streetscene liaises with the Leader of the Council, the Opposition Group Leaders and the Chief Executive on the potential to write a further letter to the Secretary of State for Housing, Communities and Local Government requesting that they use their discretionary powers to either revoke the planning permission granted in 1958 for the Grange Landfill Site or to make a discontinuance order.</li> </ol>
	Adult Care - restructure and pathway development	Resolved December 2020 to request an update in 6 months.	<ol style="list-style-type: none"> <li>1. That the report be noted.</li> <li>2. That the Chair and Vice-Chair of the Overview and Scrutiny Management Board liaise with the Strategic Director – Adult Care, Housing and Public Health and the Assistant Director - Adult Social Care and Integration on the focus of a future report to the Overview and Scrutiny Management Board on how the Adult Social Care service goes over and above statutory levels of service provision.</li> </ol>



Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
15 September	Year Ahead Plan – Progress Report	Pre-decision scrutiny in advance of Cabinet meeting on 20 September.	That Cabinet be advised that the recommendations be supported.
	July Financial Monitoring 2021/22	Pre-decision scrutiny in advance of Cabinet meeting on 20 September.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That a report be circulated to members of the Overview and Scrutiny Management Board in order to provide members with information and assurance on the specific activities that are being carried out with, and by directorates in order to ensure the timely delivery of previously agreed budgetary savings.</li> </ol>
	Community Infrastructure Levy Spending Protocol	Pre-decision scrutiny in advance of Cabinet meeting on 20 September.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That further consideration be given to how all elected members can be consulted and engaged with regarding the allocation and prioritisation of Strategic Community Infrastructure Levy funds.</li> <li>3. That an all-member seminar be delivered in order to provide members with information on the Community Infrastructure Levy, Section 106 agreements and on the new processes and protocols for the spending of both Strategic and Local Community Infrastructure Levy funds in their wards.</li> </ol>

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
13 October	TBC	MEETING CANCELLED	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
<b>3 November 2021</b>	Safer Rotherham Partnership Annual Report.	Annual item for the Board to receive the Safer Rotherham Annual Report in its role as the Council's Statutory Crime and Disorder Committee, as defined by the Crime and Disorder (Overview and Scrutiny) Regulations 2009.	<ol style="list-style-type: none"> <li>1. That the Safer Rotherham Partnership Annual Report 2020/21 be received and noted.</li> <li>2. That members of the Overview and Scrutiny Management Board receive a briefing on the specific data in relation to the information regarding the priority areas for the Safer Rotherham Partnership in order gain further assurance around the activities being carried across the Safer Rotherham Partnership.</li> <li>3. That the issues of Domestic Abuse and Modern Slavery be added to the Board's Work Programme.</li> </ol>
	Covid Business Support Grants	Resolved 16 June that a further report be brought to the October 2021 meeting of the Overview and Scrutiny Management Board regarding the allocation of Covid related business support grants.	<ol style="list-style-type: none"> <li>1. That the report be noted.</li> <li>2. That the Strategic Director – Finance and Customer Services, the Assistant Director - Financial Services, the Head of Corporate Finance and all staff who have been involved in the administration of business support grants be thanked and commended for their work in supporting businesses across the Borough during the pandemic.</li> </ol>

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
17 November	November 2021/22 Financial Monitoring	Pre-decision scrutiny in advance of Cabinet meeting on 22 November.	1. That Cabinet be advised that the recommendations be supported.
	Mid-year Housing Development Update Report	Pre-decision scrutiny in advance of Cabinet meeting on 22 November.	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That members be consulted and invited to feed into the new local design guide with a view to ensuring new developments are better integrated aesthetically into the surrounding community.</li> <li>3. That newcomers to the housing market be proactively invited to the housing developer summits.</li> </ol>

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
15 December	HRA Business Plan	Pre-decision scrutiny in advance of Cabinet meeting on 20 December	That Cabinet be advised that the recommendations be supported.
	Housing Rents	Pre-decision scrutiny in advance of Cabinet meeting on 20 December	That Cabinet be advised that the recommendations be supported.
	Medium-Term Financial Strategy	Pre-decision scrutiny in advance of Cabinet meeting on 20 December	That Cabinet be advised that the recommendations be supported.
	New Council Plan	Pre-decision scrutiny in advance of Cabinet meeting on 20 December	<ol style="list-style-type: none"> <li>1. That Cabinet be advised that the recommendations be supported.</li> <li>2. That the Overview and Scrutiny Management Board continue to monitor performance against the objectives contained in the new Council Plan by receiving the quarterly performance reports produced for Cabinet as part of its pre-decision scrutiny role.</li> </ol>
	Annual Complaints Report	Annual item	<ol style="list-style-type: none"> <li>1) That the report be noted.</li> <li>2) That officers give consideration to how the processes involved in how the Council deals with complaints and compliments be further improved in order to drive further improvements to the service for both residents and the Council.</li> <li>3) That officers give consideration to amending the target for the numbers of complaints responded to within the target number of days in order make it more challenging and to drive further improvements to the service that residents receive.</li> </ol>

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
19 January	TBC	Pre-decision scrutiny in advance of Cabinet meeting 24 January	
	Health Select Commission Report - -Findings from Spotlight Review on Rotherham Community Hub	To consider the report and recommendations	
	Health Select Commission Report -Findings from Spotlight Review on Young Carers	To consider the report and recommendations	
	Improving Places Select Commission -Findings from Spotlight Review on External Funding Sources	To consider the report and recommendations	
	Improving Lives Select Commission -Findings from the review of post-CSE support	To consider the report and recommendations	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
27 January	Grange Landfill	<b>Resolved on 28 July:</b> That a further report on the current situation regarding the Grange Landfill site be brought to the January 2022 meeting of the Overview and Scrutiny Management Board, or sooner if there are any significant changes regarding the issues relating to the sites operation.	
	Adult Care Service Provision	Resolved 28 July: That the Chair and Vice-Chair of the Overview and Scrutiny Management Board liaise with the Strategic Director – Adult Care, Housing and Public Health and the Assistant Director - Adult Social Care and Integration on the focus of a future report to the Overview and Scrutiny Management Board on how the Adult Social Care service goes over and above statutory levels of service provision.	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
9 February	Budget Consultation	Annual item.	
	TBC	Pre-decision scrutiny in advance of Cabinet meeting 14 February.	



Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
23 February	Digital Strategy	Resolved February 2020 to bring an update in 12 months.	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
16 March 2022	Children's Commissioner Take Over Challenge	Annual Item	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
23 March	TBC	Pre-decision scrutiny in advance of Cabinet meeting 28 March.	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
6 April	TBC	Pre-decision scrutiny in advance of Cabinet meeting 25 April.	

Meeting Date	Agenda Item	Purpose/ Outcomes	Recommendations
11 May	TBC	Pre-decision scrutiny in advance of Cabinet meeting 16 May.	

### Items pending schedule or removal

Item	Details	Status	Officer
Rothercard		One off briefing to be scheduled	
Finance/Budget Setting	<p>Resolved at the 14 July meeting:</p> <p>That a report be presented at a future meeting of the Overview and Scrutiny Management Board that details how the changes that have been made to how the Council operates and provides services as a result of the pandemic have informed budget management procedures, and whether these changes to how the Council operates have highlighted any new opportunities where future budget savings could potentially be made.</p>	To request a briefing note	
Domestic Abuse	Resolved at the 3 November meeting to add to Work Programme.	To be scheduled as a one-off session Combined session with Modern Slavery	
Modern Slavery	Resolved at the 3 November meeting to add to Work Programme.	To be scheduled a one-off session Combined session with Domestic Abuse	
CYPS Performance monitoring	Workshop session on CYPS Performance monitoring	To be scheduled	

### Items to be scheduled during 2021/22

Item	Details	Status	Officer