



# Doncaster Council

## Agenda

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To all Members of the

# CABINET

Notice is given that a Meeting of the Cabinet is to be held as follows:

**Venue:** Room 007a and b - Civic Office, Waterdale, Doncaster, DN1 3BU

**Date:** Tuesday, 17th December, 2019

**Time:** 10.00 am

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### Items

1. Apologies for Absence.
2. To consider the extent, if any, to which the public and press are to be excluded from the meeting.
3. Public Questions and Statements.

**(A period not exceeding 20 minutes for questions and statements from members of the public and Elected Members to the Mayor of Doncaster, Ros Jones. Questions/Statements should relate specifically to an item of business on the agenda and be limited to a maximum of 100 words. As stated within Executive Procedure Rule 3.3 each person will be allowed to submit one question/statement per meeting. A question may only be asked if notice has been given by delivering it in writing or by e-mail to the Governance Team no later than 5.00 p.m. on Thursday, 12th December, 2019. Each question or statement must give the name and address of the person submitting it. Questions/Statements should be sent to the Governance Team, Floor 2, Civic Office, Waterdale, Doncaster, DN1 3BU, or by email to [Democratic.Services@doncaster.gov.uk](mailto:Democratic.Services@doncaster.gov.uk)).**

**Damian Allen  
Chief Executive**

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Issued on: Monday, 9 December 2019

**Governance Services Officer for this meeting:**

Amber Torrington  
Tel. 01302 737462

**Doncaster Metropolitan Borough Council**

[www.doncaster.gov.uk](http://www.doncaster.gov.uk)

4. Declarations of Interest, if any.
5. Decision Record Forms from the meeting held on 3rd December 2019 for noting (previously circulated).

**A. Reports where the public and press may not be excluded**

**Key Decisions**

- |    |                                 |         |
|----|---------------------------------|---------|
| 6. | Get Doncaster Cycling Strategy. | 1 - 28  |
| 7. | Future Placements Strategy.     | 29 - 42 |

**Cabinet Members**

**Cabinet Responsibility For:**

<b>Chair – Ros Jones, Mayor of Doncaster</b>	Budget and Policy Framework
<b>Vice-Chair – Deputy Mayor Councillor Glyn Jones</b>	Housing and Equalities
Councillor Nigel Ball	Portfolio Holder for Public Health, Leisure and Culture
Councillor Joe Blackham	Portfolio Holder for Highways, Street Scene and Trading Services
Councillor Rachael Blake	Portfolio Holder for Adult Social Care
Councillor Nuala Fennelly	Portfolio Holder for Children, Young People and Schools
Councillor Chris McGuinness	Portfolio Holder for Communities, Voluntary Sector and the Environment
Councillor Bill Mordue	Portfolio Holder for Business, Skills and Economic Development
Councillor Jane Nightingale	Portfolio Holder for Customer and Corporate Services.



## Doncaster Council

### Report

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Date: 17th December 2019

To the Chair and Members of Cabinet

**Get Doncaster Cycling Strategy**

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Cllr Nigel Ball- Portfolio Holder for Public Health, Leisure and Culture  Cllr Joe Blackham- Portfolio Holder for Highways, Street Scene and Trading Services	All	Yes

### EXECUTIVE SUMMARY

- 1.1 This report has been developed to endorse the Get Doncaster Cycling Strategy and commit to supporting the development of the recommendations.
- 1.2 Cycling is a key mode of transport and along with walking is the most sustainable and healthy means of travel. Cycling is far more economical than using a car, requires much less space and causes no noise or air pollution. It can provide a carbon friendly link to and from public transport, while also being one of the simplest and more easily integrated forms of physical activity.
- 1.3 The Get Doncaster Cycling Strategy sets out our ambitions for increasing cycling within the Borough. The Strategy is supported by a suite of technical documents, which have been developed in partnership with Sustrans and have considered National, Regional and local evidence, data and community insight. There are 3 key elements;
  - 2013 Cycle Strategy review
  - Consultation
  - Developing the vision

- 1.4 Doncaster Council is submitting a funding bid to the Department for Transport for Transforming Cities Fund Phase 2. If successful, this will facilitate the delivery of transformational cycling infrastructure within key growth corridors.

## **EXEMPT REPORT**

- 2.1 N/A

## **RECOMMENDATIONS**

- 3.1 The recommendations of this report are;
- 3.2 To endorse the Get Doncaster Cycling Strategy.
- 3.3 To commit to supporting the development of the ambitions within the Strategy.

## **WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?**

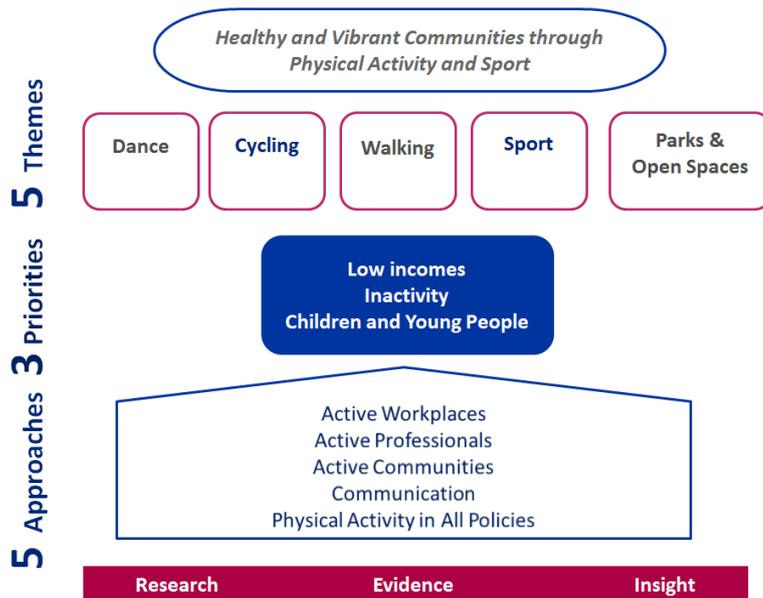
- 4.1 An adopted Get Doncaster Cycling Strategy will establish a coordinated approach to improving the whole cycling offer, it will build on the successes of the previous strategy. The Cycling Strategy is an opportunity to bring together the complex strands of what makes the best active travel environment and tackle barriers that can make cycling less attractive to some.
- 4.2 For Doncaster residents we want cycling to be easy, safe, pleasant and provide opportunities for interaction with other people in an attractive environment. Our network should be well maintained to designated standards, to keep it free from obstacles and improve safety. People should feel able to exercise their right to cycle around the Borough in the best possible environment.
- 4.3 The benefits to everyday lives for Doncaster residents include: improved health and wellbeing, safety, access to services and social contact, including a sense of community.
- 4.4 By adopting a more ambitious cycling strategy previous successes and investment can be better built on to support cycling and benefit Doncaster residents and improve it as a place to live, learn and work

## **BACKGROUND**

- 5.1 Doncaster Council previously adopted its first Cycling Strategy in 2013. Since then, significant investment into cycling infrastructure, support and events has increased the motivation and level of ambition with relation to cycling.
- 5.2 Encouraging more cycling can ease traffic congestion which enables the borough to grow, has positive health and wellbeing benefits that improves people's quality of life and helps to reduce air and noise pollution. More

cycling will help to create a better environment for all residents, businesses and visitors. It is also better for businesses with healthier and happier staff, and a better retail and leisure environment.

- 5.3 The endorsement and implementation of the Get Doncaster Cycling Strategy is linked to the success of the 'Get Doncaster Moving' (GDM) programme. Physical Activity and Sport is one of nine transformational programmes within Doncaster Growing Together and will accelerate the progress of Doncaster's 10yr Physical Activity and Sport strategy.
- 5.4 Cycling is one of five themes of GDM (see diagram below) and assurance on the progress of the Get Doncaster Cycling Strategy will be provided by the Get Doncaster Moving Project Board and overseen by the Get Doncaster Moving Programme Board.



- 5.5 The vision for the Get Doncaster Cycling Strategy is;
- 5.6 **'Doncaster is a cycling town where people find it easy, safe and enjoyable to travel by bike for work, pleasure and everything in between.'**

There is a commitment to make Doncaster a nicer place to live, learn and work by providing opportunities for people of all abilities to participate in cycling, creating a cultural change that will;

- Reduce reliance on the car as a means to travel for short journeys, reducing congestion and emissions as a result
- Reduce the number of road accidents involving people on bikes
- Increase the number of people being physically active through cycling
- Improve accessibility to jobs, services and education
- Increase the perception of safety for people on bikes
- Reduce social isolation
- Improve access to leisure facilities and greenspaces

- 5.7 To help us achieve this vision we have developed Ambitions to support this;

***Ambition 1 - Cycling is embedded within all future infrastructure schemes, ensuring a well-connected and safe cycle network that supports a variety of journeys, for work or pleasure***

- Wherever possible we will adhere to Sheffield City Region design guidelines
- We will endeavour to maintain the existing on and off-road cycle network, upgrading where necessary
- We will work collaboratively to ensure future developments improve the connectivity of the existing on and off road cycle network ensuring better access across the borough
- Ensure safety and perceived safety are a top priority and considered and addressed within future infrastructure schemes
- Improve the quality and provision of cycle storage, that is secure and fit for purpose
- Audit existing facilities to see where improvements need to be made to bring them up to regional standards emerging within the Sheffield City Region active travel implementation plan
- Review designated advisory routes (as per 2018 Doncaster Cycle map) to ensure they meet the needs of novice and family bike users
- Utilise a ground up approach to support infrastructure developments, by consulting with our communities to ensure local needs and issues are reflected and appropriately addressed
- Work with partners to develop the quality of the leisure route network
- Review pedestrianised zones and explore the possibility of safe, multi-use with bike users

***Ambition 2 – DMBC will work to be at the forefront of cycling interventions and be an example of best practice***

- DMBC will look to investigate the use of innovative and proven methods of promoting and supporting cycling and consider them with relation to Doncaster’s specific requirements
- Explore how we can better integrate child and adult cycle activities, providing residents with the skills to incorporate cycling into their everyday life
- Look to develop a more robust and coordinated marketing & communications programme capable of;
  - Spreading positivity with relation to cycling
  - Improving the visibility of cycling routes and cycling in general
  - Appropriately portraying the wider benefits of cycling to encourage participation, buy in and support
- Explore opportunities to influence and / or implement policy measures that support cycling and active travel as being the first choice for short journeys
- Capitalise on existing assets by ensuring they are integrated within interventions, schemes, events and activities
- Where possible we will look to coordinate our approach with National and Regional bodies to ensure agenda alignment and better access to funding opportunities

***Ambition 3 – Cycling interventions will contribute to improvements to the fabric of Doncaster as a nicer place to live, learn and work***

- Maximise opportunities for interventions that will support and increase cycling participation, such as;
  - Targeted bike hire scheme
  - Pilot ‘place improving’ low-traffic neighbourhood schemes
  - Permanent / temporary street closure trials
- Contribute to the ‘feel’ of our communities and the safety and health & wellbeing of our residents by reducing traffic, pollution, social isolation and increasing physical activity

- Work together to enhance the propensity to walk and cycle across our communities
- Actively seek community input on solutions to active travel infrastructure / interventions to ensure they are reflective of local aspirations and issues

**Ambition 4 – Cycling events will be delivered that place emphasis on positive social impact**

- We will build upon our ambitious programme of national and international cycling events by providing and supporting events of varying scales, for varying abilities; that deliver a sense of pride and provide the opportunity for anyone to engage in cycling, across all communities of Doncaster
- We will continue to develop engagement, accessibility and resident participation in cycling events, particularly focusing on the utilisation of lead up and lead off periods
- Working to tie events into additional activities and opportunities i.e. car free days to bolster how wider benefits of cycling are expressed in both cycling and non-cycling contexts
- We will continue to ensure that events reach into the communities of Doncaster and not just the more affluent areas

- 5.8 The Doncaster Active Travel Alliance (DATA) Steering Group will be principally responsible for the implementation, governance and monitoring of the recommendations of the strategy.
- 5.9 DATA will be responsible for exploring the best mechanisms for delivering the recommendations of the strategy, and will develop a detailed action plan setting out priorities, work packages and timescales for delivery.
- 5.10 Monitoring will be ongoing, assessing both the progress of tasks allocated through the action plan, alongside the impact of the recommendations on cycling activities and public perceptions.
- 5.11 Below are the initial recommended targets and measures for ongoing monitoring. However, it should be noted these are intended as a baseline for monitoring activity. Detailed monitoring plans will be developed in tandem with the Cycling Strategy action plan.

Measure	Baseline	Target
Cordon Count	2644 baseline 18/19	5% increase in people commuting by bike
Active Lives Survey	10.9% of Doncaster residents commuted by bike in 18/19	(Active Lives Survey once per year)
Active Lives Survey	12.8% of Doncaster residents cycled for leisure or sport (twice in last 28 days) in 18/19	5% increase in cycling for leisure and sport (twice in last 28 days)
Active Travel in Schools (Hands Up Survey)	60.26% of pupils travelling to school actively at schools engaged in programme 18/19	5% increase in pupils travelling to school actively
Number of local / regional cycling	N/A	6 Local / regional cycling

events delivered		events hosted per year
Attendances at cycle circuit	0	43,500 attendances at the newly constructed closed road cycle circuit per annum
Ride leader training	0	24 new ride leaders trained per annum
Number of street closures	1 trialled at West Road Primary in 2019	Trial 5 street closures over the next 2 years, assess impact and determine suitability
Number of low-traffic neighbourhood schemes	0	Trial 5 low-traffic neighbourhood schemes, over the next 5 year period, assess impact and determine suitability
Number of cycle counters versus new cycling infrastructure schemes	N/A	Cycle Counters as part of new infrastructure schemes
Number of attendances across the externaly funded cycling programme	9,180 attendances in 18/19	2500 new attendances per annum across the externally funded cycling programme (e.g. cycle training and cycling for health programmes)

5.12 This strategy and the subsequent action plan are not intended to be static documents. Annual reviews of cycling activity levels will be carried out alongside cycling consultations to assess changes in the numbers of people cycling and perceptions of cycling. The action plan will be subject to ongoing review to ensure it accurately reflects what we have learnt and what is and isn't working. It is expected to be a reactive and dynamic living document. Additionally, the measurement methods may also be reviewed and altered in response to the potential availability of up to date / more accurate measurement tools.

5.13 The DATA steering group will be responsible for the oversight of this process and will orchestrate strategic reviews of this Cycling Strategy as required to ensure the approach adopted optimises opportunities and develops cycling provision that meets the needs of all users.

## OPTIONS CONSIDERED

6.1 Option 1 – To develop, adopt and implement the Get Doncaster Cycling Strategy, a more ambitious follow up to the 2013 Cycling Strategy that establishes an improved, holistic approach to supporting cycling in Doncaster.

6.2 Option 2 – To not develop, adopt and implement an improved Cycling Strategy for Doncaster, therefore not capitalise on the existing ambition to support cycling as a means to improve the place of Doncaster; and not

coordinating a more effective and comprehensive approach that builds upon previous investment.

## REASONS FOR RECOMMENDED OPTION

- 7.1 The Get Doncaster Cycling Strategy will enable Doncaster to better capitalise on previous achievements and build upon investment made to date. It provides focus, priorities and recommendations in line with current ambition and motivation to improve the place of Doncaster and the health & wellbeing of residents.

## IMPACT ON THE COUNCIL'S KEY OUTCOMES

8.

	Outcomes	Implications
	<p><b>Doncaster Working:</b> Our vision is for more people to be able to pursue their ambitions through work that gives them and Doncaster a brighter and prosperous future;</p> <ul style="list-style-type: none"> <li>• Better access to good fulfilling work</li> <li>• Doncaster businesses are supported to flourish</li> <li>• Inward Investment</li> </ul>	<p>The Get Doncaster Cycling Strategy has the potential to assist in providing improved access to employment. The health benefits to businesses of employees cycling to work include reduced absenteeism and improved productivity.</p>
	<p><b>Doncaster Living:</b> Our vision is for Doncaster's people to live in a borough that is vibrant and full of opportunity, where people enjoy spending time;</p> <ul style="list-style-type: none"> <li>• The town centres are the beating heart of Doncaster</li> <li>• More people can live in a good quality, affordable home</li> <li>• Healthy and Vibrant Communities through Physical Activity and Sport</li> <li>• Everyone takes responsibility for keeping Doncaster Clean</li> <li>• Building on our cultural, artistic and sporting heritage</li> </ul>	<p>Providing coordinated action to develop opportunities and an environment that supports cycling will contribute to a healthy and vibrant Doncaster.</p> <p>People will feel safe in their communities and enjoy exploring Doncaster's for work, pleasure and everything in between.</p> <p>Our town centres will benefit from less congestion and will benefit from increased footfall if more short journeys are made by bike.</p>
	<p><b>Doncaster Learning:</b> Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;</p> <ul style="list-style-type: none"> <li>• Every child has life-changing learning experiences within and beyond school</li> <li>• Many more great teachers work in</li> </ul>	<p>Cycling to school enables children to be sociable with their friends; it improves their concentration, making it easier to focus in school and promotes independence and freedom.</p>

	<p>Doncaster Schools that are good or better</p> <ul style="list-style-type: none"> <li>• Learning in Doncaster prepares young people for the world of work</li> </ul>	
	<p><b>Doncaster Caring:</b> Our vision is for a borough that cares together for its most vulnerable residents;</p> <ul style="list-style-type: none"> <li>• Children have the best start in life</li> <li>• Vulnerable families and individuals have support from someone they trust</li> <li>• Older people can live well and independently in their own homes</li> </ul>	<p>Cycling provides opportunities for residents to explore their local area, be active in the outdoors and stay healthy in mind as well as body, helping to boost mood and self-esteem.</p> <p>It helps maintain social interaction and improve community cohesion.</p>
	<p><b>Connected Council:</b></p> <ul style="list-style-type: none"> <li>• A modern, efficient and flexible workforce</li> <li>• Modern, accessible customer interactions</li> <li>• Operating within our resources and delivering value for money</li> <li>• A co-ordinated, whole person, whole life focus on the needs and aspirations of residents</li> <li>• Building community resilience and self-reliance by connecting community assets and strengths</li> <li>• Working with our partners and residents to provide effective leadership and governance</li> </ul>	<p>The Get Doncaster Cycling Strategy will provide a coordinated approach to addressing the barriers and challenges that residents may experience.</p> <p>We will work together to promote the assets that Doncaster has not only to residents but visitors too.</p>

## RISKS AND ASSUMPTIONS

- 9.1 The main risk is the Get Doncaster Cycling Strategy is not endorsed this will cause significant impact on the Councils ability to see an increase in cycling and achieve its ambition to be a Cycling Town.
- 9.2 There is a risk that some measurement tools may not effectively measure cycling in Doncaster – but they are the best we currently have and provide some useful data, that we can build on.
- 9.3 Dependent on future funding for major infrastructure (such as Transforming Cities), to ensure development and implementation of the cycling network.

## **LEGAL IMPLICATIONS [Officer Initials NC Date 31/10/19]**

- 10.1 The Council does not have a specific statutory duty to implement a cycling strategy, but it does have a wide general power of competence under section 1 of the Localism Act 2011, to allow it to do so in the terms proposed by this report. The Council has a number of transport related functions and statutory duties, for example under the Highways Act 1980, which will allow it to facilitate some of the ambitions contained with the proposed strategy.
- 10.2 The proposed strategy should assist in the Council's compliance with some of its other statutory duties, such as the duty under the Health and Social Care Act 2012 to improve the health of the local population.

## **FINANCIAL IMPLICATIONS [Officer Initials RT Date 29/10/19]**

- 11.1 There are no financial implications associated with the implementation of the cycling strategy. However, when the individual proposals associated with the strategy are proposed the specific financial implications will need to be considered.

## **HUMAN RESOURCES IMPLICATIONS [Officer Initials DK Date 30/10/19]**

- 12.1 There are no direct HR Imps in relation to this ODR, but if in future staff are affected or additional specialist resources are required then further consultation will need to take place with HR.

## **TECHNOLOGY IMPLICATIONS [Officer Initials AM Date 4/11/19]**

- 13.1 There are no specific technology implications in relation to this report. Any future technology requirements to support the delivery of the proposed Get Doncaster Cycling Strategy would need to be considered by the Technology Governance Board.

## **HEALTH IMPLICATIONS [Officer Initials CT Date 30/10/19]**

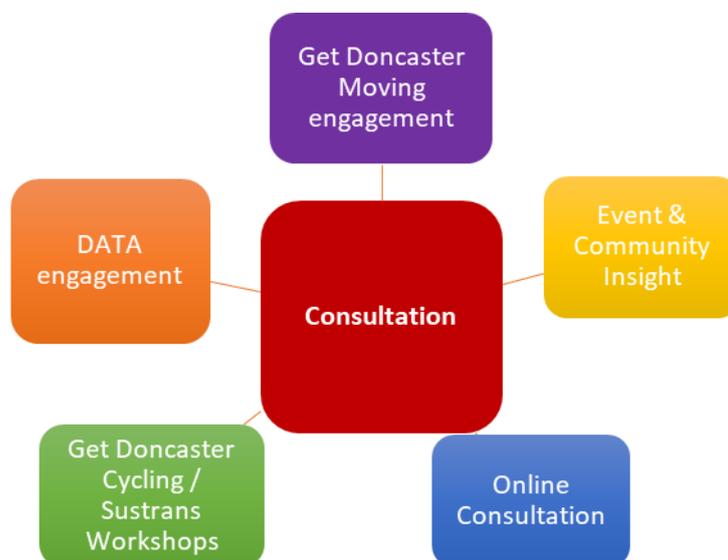
- 14.1 Public Health supports Option 1. Creating safe, attractive and convenient environments can encourage residents to cycle to school, their place of work or shops as well as social cycling thereby improving physical, social and mental wellbeing.
- 14.2 Encouraging shorter journeys by bicycle can help reduce high levels of road traffic that has a negative impact on air and noise pollution and can isolate communities due to perceived road safety.
- 14.3 The Get Doncaster Cycling Strategy will support the Director of Public Health's priorities in particular on increasing the levels of physical activity and reducing the number of residents that do no or little physical activity.

## EQUALITY IMPLICATIONS [Officer Initial KP Date 28/10/2019]

- 15.1 Decision makers must consider the Council's duties under the Public Sector Equality Duty at s149 of the Equality Act 2010. The duty requires the Council, when exercising its functions, to have "due regard" to the need to eliminate discrimination, harassment and victimisation and other conduct prohibited under the act, and to advance equality of opportunity and foster good relations between those who share a "protected characteristic" and those who do not share that protected characteristic
- 15.2 An Equality, Diversity and Inclusion Due Regard Statement has been prepared and appended to support this report.

## CONSULTATION

- 16.1 The Get Doncaster Cycling Strategy has been developed in consultation with key stakeholders, including the general public, cycling community and DMBC partners / departments. A multi-modal consultation approach was adopted.



- 16.2 Get Doncaster Cycling / Sustrans Workshops – 3 workshops were held with internal and external stakeholders to discuss the state of cycling in Doncaster, facilitators and barriers to cycling, and what our priorities should be moving forward.
- 16.3 Online Consultation – an online survey, promoted by Doncaster Council and through social media was used to inform the Strategy.
- 16.4 Event & Community Insight – event engagement insight work conducted by Leeds Beckett at the Tour de Yorkshire 2018, 2019, along with public cycling survey data collected at the 2018 Town Centre Cycle race were used to inform the Strategy.
- 16.5 Get Doncaster Moving engagement – progress updates were provided at the Get Doncaster Moving Cycling & Walking Project Board and discussions held regarding the Strategy and its implementation.

- 16.6 DATA engagement – internal colleagues from planning, air quality, transport, public rights of way and public health were consulted with over the course of Strategy development and provided feedback, suggestions etc.
- 16.7 Consultation will be ongoing as the Strategy is implemented to ensure the residents' needs are accurately reflected in specific interventions.

## **BACKGROUND PAPERS**

17. Get Doncaster Cycling Strategy, November 2019

## **GLOSSARY OF ACRONYMS AND ABBREVIATIONS**

DATA – Doncaster Active Travel Alliance  
GDM – Get Doncaster Moving

## **REPORT AUTHOR & CONTRIBUTORS**

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# Get Doncaster Cycling Strategy



**GET  
DONCASTER  
CYCLING**



## Foreword

I am delighted to present the new Get Doncaster Cycling Strategy, a follow up to our previous Cycling Strategy that was adopted in 2013. It has been quite the ride since then, that has seen considerable investment in cycling infrastructure, support and events across the Borough. This has included significant investment into new and existing cycling infrastructure and tracks, both on and off road; provision of additional cycle parking; and of course, the hosting of large scale cycling events such as the Tour de Yorkshire and UCI World Championships.

We have continued to build upon and grow the number of great assets that make us an ideal place for cycling, whether for active travel, leisure or sport. Doncaster is predominantly flat, has access to green routes such as the Trans Pennine Trail and already has a number of good examples of built, cycling infrastructure. We have worked hard to make cycling more accessible, while inspiring more to take part. But we are not done.

We know that improving the places of Doncaster and the provision of opportunities to be physically active are of significant benefit to our residents. Cycling can contribute to this agenda by reducing traffic, noise and pollution and increasing physical activity; positively influencing health, wellbeing and generally improving the environment we live in. We are in the midst of a climate emergency and cycling has an important part to play in addressing this in Doncaster.

Doncaster residents deserve to be happy and healthy and to live in safe, vibrant communities. We truly believe cycling can be used as a platform to influence these factors. However, despite the amount of investment to date, we also recognise further work is required to address the barriers and challenges that still exist, that negatively affect opinions and engagement in cycling.

If we want to see real, lasting change, we must continue with our efforts, be more ambitious and take more 'calculated' risks. It is imperative that we continue to develop and promote cycling as an integral part of Doncaster life, being used for work, pleasure and everything in between.

This Strategy describes our ambitious approach to cycling in Doncaster and I would like to thank everyone involved for their contribution.



## Introduction

There is a real buzz around cycling in Doncaster. Recent events and new infrastructure have created a renewed interest in cycling as a sport, leisure activity and a means to get around. The Get Doncaster Cycling Strategy outlines the action needed for Doncaster to take the next steps to becoming a cycling town.

Since its inception, the previous 2013 Cycling Strategy has been used effectively as a steering force for Doncaster and a number of the targets have been achieved or exceeded.

<b>12 Targets:</b>		
8 have been achieved or exceeded		
1 target needs reviewing		
2 targets not being achieved		
1 target cannot be reported on		
<b>Objective 1: Increase the number of people cycling</b>		
<b>Theme (Data source in brackets)</b>	<b>Target 2023</b>	<b>Progress</b>
Cycling to work (Census 2011)	4,500 (2.5%)	Not yet able to report but Active Lives Survey below suggests progress
Percentage “cycling for travel” (Active Lives Survey)	Not set	Survey data shows an upward trend
Increase numbers at Cordon counts (DMBC)	5,586 (70% increase)	Below target *limitations to cordon counts as a reporting mechanism and are a snap shot that are taken at static points along the network, missing routes that are used by cyclists. Fluctuations due to weather
Reverse decline in TPT auto counts (DMBC)	7,500	Exceeding target
Increase Bike it Schools (school data)	50 Bike It schools New target: 20 schools engaged by Active Travel Officer(s)	New Target achieved
Bikeability Schools (school data)	Schools offered	All year 5 & 6 offered
	Pupil % uptake	70% uptake
	Pupil number uptake	530 (new target set for Doncaster Leisure and Culture Trust – see p19)
		Target achieved
		Below target (original target) *issues with contract, provider and funding limitations mean this was unachievable
		Target achieved (new target)
<b>Objective 2: Improve health and reduce health inequalities by encouraging cycling</b>		
<b>Theme (Data source in brackets)</b>	<b>Target 2023</b>	<b>Notes</b>
Percentage participation (aged 16+) in sport and recreation (Source: see adjacent)	25% participation in sport by 2023 New target needed. Active Lives Survey runs until 2020. National average: 63% participating in at least 150 mins per week (Active Lives Survey, Nov 2017/18)	New target needed
The most popular participation sport (Source: see adjacent)	Cycling to be the most popular participation sport by 2023	Target achieved if walking excluded (as recommended)
<b>Objective 3: Improve cyclists’ safety and feeling of safety</b>		



Theme (Data source in brackets)	Target 2023	Notes
Cycle casualties (South Yorkshire Police)	Not exceed baseline	Target achieved. Adjustment to target is suggested.
<b>Objective 4: Reduce cycle thefts and improve parking</b>		
Theme (Data source in brackets)	Target 2023	Notes
Bike thefts (South Yorkshire Police website)	35% reduction in bike thefts (52 per month)	Target achieved though further analysis is suggested.
Cycle parking (DMBC)	No target set but level of use of spaces would be useful	Target is considered to be achieved though future monitoring is suggested.

\*Further detail available in the 'Review of the 2013 Cycle Strategy'

However, there is a general consensus that the previous strategy wasn't ambitious enough, particularly when considering the current motivation to establish Doncaster as a cycling town. And while huge strides have been made, that include hosting high profile events and significant investment into on and off-road infrastructure, there is determination to further increase participation in cycling across the Borough.

Although progress has been made since the last cycle strategy we realise that more can be achieved. There are many people in Doncaster that do not live in places that they can cycle safely and this is attributable to both real and perceived safety.

This Strategy will establish our intended approach to cycling in Doncaster and will address key factors such as;

- Better connectivity
- Safe and enjoyable routes
- Meeting the needs of our communities and residents
- Making Doncaster a better place to live

### Benefits of Cycling to Doncaster Residents

- **Studies have shown that regular bike users enjoy the general health of someone approximately 10 years younger (British Cycling Foundation). Cycling is a low impact exercise that is less stressful on your joints and can improve balance and co-ordination, so is a potential activity for people of all ages.**
- **Cycling to school or work provides a healthy way to start the day, is associated with reduced sickness absences and greater concentration levels, and is a less stressful transport mode compared to car travel.**
- **People who regularly cycle are four times more likely to meet physical activity guidelines and enjoy associated health benefits such as reduced risk of heart disease, type 2 diabetes and strokes. Other beneficial effects include improved mental wellbeing and weight management.**
- **For Doncaster as a whole, reducing car journeys in favour of cycling has significant environmental benefits - reducing congestion, improving air quality, and creating more vibrant, attractive places. It is also an ideal way for friends and families to explore the borough and beyond.**
- **Developing bicycle-friendly environments helps boost the local economy, as cyclists visit local shops more regularly, spending more than car users and other mode of transport.**



## Vision

**“Doncaster is a cycling town where people find it easy, safe and enjoyable to travel by bike for work, pleasure and everything in between.”**

There is a commitment to make Doncaster a nicer place to live, learn and work by providing opportunities for people of all abilities to participate in cycling, creating a cultural change that will;

- Reduce reliance on the car as a means to travel for short journeys, reducing congestion and emissions as a result
- Reduce the number of road accidents involving people on bikes
- Increase the number of people being physically active through cycling
- Improve accessibility to jobs, services and education
- Increase the perception of safety for people on bikes
- Reduce social isolation
- Improve access to leisure facilities and greenspaces
- Contribute to the resolution of the Climate Emergency that has been declared

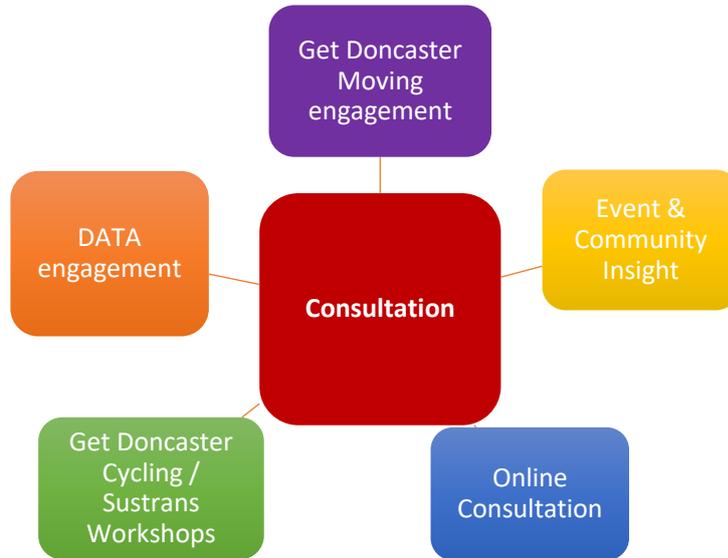
## Doncaster Data

- Rates of cycling for leisure and sport in Doncaster are currently above those of the Yorkshire Region
- Rates of cycling for leisure and sport in Doncaster are currently increasing, which may be attributable to Doncaster’s success in utilising the Tour de Yorkshire
- Cycling for Travel rates in Doncaster remain below those of Yorkshire and England
- Cycling for Travel rates have fallen over recent years



## Consultation

It was identified that significant consultation would be required to ensure the development of an ambitious strategy, that meets the needs of our communities and that can effectively coordinate and initiate the necessary changes for Doncaster to continue on its' journey to becoming a Cycling Town. Over 300 responses were collated to inform this Strategy and proceeding actions.



Workshops were completed with key stakeholders from the general public, cycling community and DMBC partners / departments. Additional responses and information collated from event & community insight and online surveys further explored public perceptions of cycling in Doncaster, contributing to the recognition of joint priorities, potential barriers and facilitators.

The data has been analysed and split across 4 broad themes, although it should be recognised that there is some crossover;

- **Infrastructure**
- **Behaviour Change**
- **Events & Legacy**
- **Securing Local Support (political and community)**

### Infrastructure

#### Implementation of high-quality design standards / guidelines

- It was felt that this would support / enforce construction of cycle friendly infrastructure that is safe and of a high quality.
- While also supporting funding bids and opportunities

#### Improving the connectivity of the existing cycle network, while maintaining and / or upgrading the quality where necessary

- It was generally felt that the existing cycle network is of a good quality and provides a solid foundation from which to build on; however better connectivity of the network is required to support easily accessible, safe and enjoyable cycling journeys to and from the town centre and across the borough



- Suggestions included;
  - o additional and better signage
  - o removing physical barriers from off-highway trails
  - o maintaining, upgrading and implementing infrastructure schemes to improve connectivity

**Safety is paramount and should be considered as part of any infrastructure scheme**

- Respondents consistently identified real and perceived danger as key barriers to cycling.
- This was of course related to safety while cycling but also included safe and secure cycle storage

**Trialling the implementation of 'place improving' low-traffic neighbourhood schemes**

- It was felt that a number of cycling related interventions can contribute to improving the fabric of the places of Doncaster, not simply increasing cycling figures
- The idea of low-traffic neighbourhoods generated significant interest as a means to support opportunities to cycle but also improve the 'feel', safety and health of communities by reducing things such as traffic flows, rat running and pavement parking.

**Embedding cycling provision / future-proofing new developments and the importance of joining the 'policy dots'**

- It was recognised that cross-sector policy alignment is a key, influencing factor with regard to ensuring cycling provision is, and continues to be, included within new developments.
- The development and adoption of an ambitious Local Cycling & Walking Infrastructure plan (LCWIP) for Doncaster was suggested as an important step to link into existing and emerging policies

**Behaviour Change**

**Positive marketing & communications**

- It was suggested that marketing & communications should align and ensure;
  - o cycling information and messages are clear, consistent and visible
  - o a focus on the wider benefits of cycling, contributing to improving the place of Doncaster
  - o while maintaining positive messaging to reduce negativity and conflict between people on bikes and other road users.

**Develop schools based engagement and link in with related cycling opportunities**

- The importance of providing cycling training to all school children was recognised, however more emphasis was placed on the provision of further opportunities for children to utilise this training
- Suggestions focused on addressing safety concerns and the use of Doncaster assets and routes as part of events / programmes that provide better opportunities for children to cycle outside of the 'training setting'

**Increased cycle training for all**

- It was highlighted that cycle proficiency and training, encompassing the use of Doncaster assets and routes, is an important aspect of supporting more people to utilise new and existing infrastructure



#### **Implementation of a 'targeted' bike hire scheme**

- While a large scale bike hire scheme such as those seen emerging in bigger cities across the UK was discussed, stakeholders highlighted the mixed reviews and success of these schemes, ultimately suggesting they are not economically viable at present
- Providing a 'targeted' bike hire scheme was identified as a possible alternative, perhaps focusing an offer for workplaces
- The exploration of investing in a fleet of hireable e-bikes was also discussed

#### **Implementation of a work place parking levy**

- This was raised in workshops on a number of occasions as a policy measure that has the potential to reduce congestion by enforcing a charge on workplace parking, supporting a shift towards sustainable travel while also generating revenue funding to support public / sustainable transport improvements

### **Events & Legacy**

#### **Continue to build upon ambitious programme of national and international cycling events**

- There was a significant amount of pride expressed with regard to the high quality cycle events that have been brought to Doncaster and the range of benefits they have provided
- Some concern was raised around 'event fatigue' and the need to vary the scale and specific location of events to ensure they continue to inspire and instil a sense of pride within our communities
- It was also highlighted that events need to;
  - o 'speak' to target wards and demographics
  - o utilise innovative interventions during the event lead up and lead off periods to extend the impact
  - o and continue to develop community engagement, perhaps by linking in with other events / activities that provide more interactivity and opportunities to participate

#### **Ensure events focus on families and sustainable access**

- A higher emphasis on family and young people engagement was highlighted and it was suggested that sustainable access / journeys to events and more localised events might help achieve this

#### **Implementation of car free days as standalone or as supporting events**

- It was felt that 'car free' days should be explored as a means to provide opportunities for communities to experience cycling within safe, car and traffic free environments; and that this could tie into sustainable access to other cycling and none cycling events and activities

#### **Trialling the use of street closures**

- Closing streets to cars was suggested as an intervention that could support the use of cycling; but whether permanent or temporary, the importance of trialling them was acknowledged to determine their effectiveness

#### **Ensure we capitalise on the assets that already exist to help make the case**

- The wealth of assets that already exist in Doncaster were consistently purported and taking advantage of them wherever possible was highlighted
- This included when delivering events among the development and connectivity of infrastructure and general promotion of Doncaster to its' residents and beyond



### Securing Local Support (Political and Community)

#### Produce targeted communication and stakeholder engagement plan

- This was identified as key in ensuring that cycling initiatives are supported and their wider benefits understood – emphasising the ‘so what’ always

#### Improving the place of Doncaster

- In a similar capacity, it was discussed that the wider benefits of improving Doncaster as a place need to be promoted when looking for support to deliver new initiatives
- Wider benefits such as healthier streets and neighbourhoods, improving air quality via reduced congestion, reduced social isolation and economic vitality were amongst the benefits identified

#### Be brave and challenging

- To elicit lasting and meaningful change, it was felt that Doncaster needs to be brave and challenging when exploring, developing and delivering initiatives
- And we must understand that ‘doing nothing’ may sometimes be easier but can often prevent wider aims being achieved

#### Continue to consult with your communities

- To ensure that initiatives are relevant and reflective of local aspirations and issues, the need to continue to consult with communities, on a case by case basis was highlighted

## Ambitions

In partnership with Sustrans and using national and local evidence, including the findings from consultation with local residents and stakeholders, the following ambitions have been developed.

### *Ambition 1 - Cycling is embedded within all future infrastructure schemes, ensuring a well-connected and safe cycle network that supports a variety of journeys, for work or pleasure*

- **Wherever possible we will adhere to Sheffield City Region design guidelines**
- **We will endeavour to maintain the existing on and off-road cycle network, upgrading where necessary**
- **We will work collaboratively to ensure future developments improve the connectivity of the existing on and off road cycle network ensuring better access across the borough**
- **Ensure safety and perceived safety are a top priority and considered and addressed within future infrastructure schemes**
- **Improve the quality and provision of cycle storage, that is secure and fit for purpose**
- **Audit existing facilities to see where improvements need to be made to bring them up to regional standards emerging within the Sheffield City Region active travel implementation plan**
- **Review designated advisory routes (as per 2018 Doncaster Cycle map) to ensure they meet the needs of novice and family bike users**
- **Utilise a ground up approach to support infrastructure developments, by consulting with our communities to ensure local needs and issues are reflected and appropriately addressed**
- **Work with partners to develop the quality of the leisure route network**
- **Review pedestrianised zones and explore the possibility of safe, multi-use with bike users**



**Ambition 2 – DMBC will work to be at the forefront of cycling interventions and be an example of best practice**

- DMBC will look to investigate the use of innovative and proven methods of promoting and supporting cycling and consider them with relation to Doncaster's specific requirements
- Explore how we can better integrate child and adult cycle activities, providing residents with the skills to incorporate cycling into their everyday life
- Look to develop a more robust and coordinated marketing & communications programme capable of;
  - Spreading positivity with relation to cycling
  - Improving the visibility of cycling routes and cycling in general
  - Appropriately portraying the wider benefits of cycling to encourage participation, buy in and support
- Explore opportunities to influence and / or implement policy measures that support cycling and active travel as being the first choice for short journeys
- Capitalise on existing assets by ensuring they are integrated within interventions, schemes, events and activities
- Where possible we will look to coordinate our approach with National and Regional bodies to ensure agenda alignment and better access to funding opportunities

**Ambition 3 – Cycling interventions will contribute to improvements to the fabric of Doncaster as a nicer place to live, learn and work**

- Maximise opportunities for interventions that will support and increase cycling participation, such as;
  - Targeted bike hire scheme
  - Pilot 'place improving' low-traffic neighbourhood schemes
  - Permanent / temporary street closure trials
- Contribute to the 'feel' of our communities and the safety and health & wellbeing of our residents by reducing traffic, pollution, social isolation and increasing physical activity
- Work together to enhance the propensity to walk and cycle across our communities
- Actively seek community input on solutions to active travel infrastructure / interventions to ensure they are reflective of local aspirations and issues

**Ambition 4 – Cycling events will be delivered that place emphasis on positive social impact**

- We will build upon our ambitious programme of national and international cycling events by providing and supporting events of varying scales, for varying abilities; that deliver a sense of pride and provide the opportunity for anyone to engage in cycling, across all communities of Doncaster
- We will continue to develop engagement, accessibility and resident participation in cycling events, particularly focusing on the utilisation of lead up and lead off periods
- Working to tie events into additional activities and opportunities i.e. car free days to bolster how wider benefits of cycling are expressed in both cycling and non-cycling contexts
- We will continue to ensure that events reach into the communities of Doncaster and not just the more affluent areas



## Delivery and review

The Doncaster Active Travel Alliance (DATA) Steering Group will be principally responsible for the implementation, governance and monitoring of the recommendations of the strategy.

DATA will be responsible for exploring the best mechanisms for delivering the recommendations of the strategy, and will develop a detailed action plan setting out priorities, work packages and timescales for delivery.

Monitoring will be ongoing, assessing both the progress of tasks allocated through the action plan, alongside the impact of the recommendations on cycling activities and public perceptions.

The figure below sets out the reporting structure for the Get Doncaster Cycling Strategy:

### Governance & Reporting





## Measuring Impact

Below are the initial recommended targets and measures for ongoing monitoring. However, it should be noted these are intended as a baseline for monitoring activity. Detailed monitoring plans will be developed in tandem with the Cycling Strategy action plan.

Measure	Baseline	Target
Cordon Count	2644 baseline 18/19	5% increase in people commuting by bike
Active Lives Survey	10.9% of Doncaster residents commuted by bike in 18/19	<i>(Active Lives Survey once per year)</i>
Active Lives Survey	12.8% of Doncaster residents cycled for leisure or sport (twice in last 28 days) in 18/19	5% increase in cycling for leisure and sport (twice in last 28 days)
Active Travel in Schools (Hands Up Survey)	60.26% of pupils travelling to school actively at schools engaged in programme 18/19	5% increase in pupils travelling to school actively
Number of local / regional cycling events delivered	N/A	6 Local / regional cycling events hosted per year
Attendances at cycle circuit	0	43,500 attendances at the newly constructed closed road cycle circuit per annum
Ride leader training	0	24 new ride leaders trained per annum
Number of street closures	1 trialled at West Road Primary in 2019	Trial 5 street closures over the next 2 years, assess impact and determine suitability
Number of low-traffic neighbourhood schemes	0	Trial 5 low-traffic neighbourhood schemes, over the next 5 year period, assess impact and determine suitability
Number of cycle counters versus new cycling infrastructure schemes	N/A	Cycle Counters as part of new infrastructure schemes
Number of attendances across the externally funded cycling programme	9,180 attendances in 18/19	2500 new attendances per annum across the externally funded cycling programme (e.g. cycle training and cycling for health programmes)



This strategy and the subsequent action plan are not intended to be static documents. Annual reviews of cycling activity levels will be carried out alongside cycling consultations to assess changes in the numbers of people cycling and perceptions of cycling. The action plan will be subject to ongoing review to ensure it accurately reflects what we have learnt and what is and isn't working. It is expected to be a reactive and dynamic living document. Additionally, the measurement methods may also be reviewed and altered in response to the potential availability of up to date / more accurate measurement tools.

The DATA steering group will be responsible for the oversight of this process and will orchestrate strategic reviews of this Cycling Strategy as required to ensure the approach adopted optimises opportunities and develops cycling provision that meets the needs of all users.



## Appendix

### Proposed Action Plan

Ambition	Proposed Actions
<p><b><i>Cycling is embedded within all future infrastructure schemes, ensuring a well-connected and safe cycle network that supports a variety of journeys, for work or pleasure</i></b></p>	<ul style="list-style-type: none"> <li>-Monitor and feed into Sheffield City Region design guidelines</li> <li>-Review and audit the existing on and off-road cycle network</li> <li>-Monitor and feed into future developments (improvements to connectivity and safety)</li> <li>-Review and audit designated advisory routes</li> <li>-Review usage of pedestrianised zones</li> <li>-Develop and submit bid for Transforming Cities funding to enable delivery of circa £20m of active travel infrastructure over the next 3 years (first stream as outlined in previous Transforming Cities Fund Cabinet Paper)</li> <li>- Active travel schemes that have been prioritised based on the Transforming Cities Fund criteria within TCF bid are:               <ul style="list-style-type: none"> <li>• Doncaster West Employment cycling Connector</li> <li>• Conisbrough Station Accessibility</li> <li>• Cleveland Street/Duke Street/Wood Street Cycling Improvements</li> <li>• Edlington Walking &amp; Cycling Improvements</li> <li>• Balby Walking &amp; Cycling Improvements</li> <li>• Rossington to iPort: Employment Connector Bridge</li> <li>• Kirk Sandall Station Accessibility Improvements</li> <li>• Thorne North Station Accessibility Improvements</li> <li>• Thorne South Station Accessibility Improvements</li> <li>• Thorne Road: Town Moor Cycling Route</li> <li>• Armthorpe Walking &amp; Cycling Improvements</li> <li>• Wheatley Hall Road Walking &amp; Cycling Improvements</li> <li>• West Moor Link/A18 Walking &amp; Cycling Improvements</li> <li>• Doncaster Station to College Walking &amp; Cycling Improvements</li> <li>• Bentley Station Accessibility Improvements</li> <li>• Adwick Interchange Accessibility Improvements</li> <li>• Long Sandall: Clay Lane West Walking &amp; Cycling Improvements</li> <li>• Thorne &amp; Moorends Employment Connector</li> <li>• North Bridge Road to South Parade Cycling Connector</li> </ul> </li> </ul>



<b>DMBC will work to be at the forefront of cycling interventions and be an example of best practice</b>	<ul style="list-style-type: none"><li>-Review methods of supporting cycling with relation to Doncaster and implement / trial where appropriate</li><li>-Development of a coordinated marketing &amp; communications programme</li><li>-Monitor National and Regional landscapes to ensure alignment and access to funding opportunities</li></ul>
<b><i>Cycling interventions will contribute to improvements to the fabric of Doncaster as a nicer place to live, learn and work</i></b>	<ul style="list-style-type: none"><li>-Deliver 5 street closures</li><li>-Promote and review the Sheffield City Region Interactive Map</li></ul>
<b><i>Cycling events will be delivered that place emphasis on positive social impact</i></b>	<ul style="list-style-type: none"><li>-Continue to develop and deliver events in Doncaster (working with partners)</li></ul>

\*This action plan will be owned by DATA and regularly reviewed and updated

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Report

Date: 17th December 2019

To the Chair and Members of the  
Cabinet

### Future Placements Strategy

Relevant Cabinet Member(s)	Wards Affected	Key Decision
Councillor Nuala Fennelly	To be confirmed	Yes

### 1. EXECUTIVE SUMMARY

1.1 The purpose of this report is to provide a background of the current provision for Children in Care in-house residential homes, those families who receive an overnight Short Breaks service and the offer for young people leaving care, to stay with their foster carers when they become 18 years old. It sets this within the wider context around foster care provision and semi-independent living arrangements for young people leaving care. The report sets out a series of recommendations that will improve services for children by providing greater opportunities for them to thrive in secure and stable environments akin to family settings within Doncaster. No child will be moved from an existing placement unless it is in their best interests.

#### 1.2 Why is it a Key Decision?

There are proposals to change the current (in-house) Doncaster residential homes provision; to add six two bed Children's homes, to change the financial offer to foster carers for young people to 'Stay Put' with their foster carers post age 18years old, and to develop a proposal for a new overnight Short Breaks offer. These changes strengthen the current policy to provide children's services locally and in family friendly settings. The changes to foster care provision and semi-independent living services are not a key decision, but are included in the report to add context as this is a key part of the strategy to improve support.

#### 1.3 Wards Affected.

At the time of writing, it is difficult to know exactly which wards will be affected as there is still further work to be completed on where the new homes will be. The proposed change to the overnight Short Breaks offer potentially affects children and families from all wards.

### 2. EXEMPT REPORT

This report is not exempt.

### 3. RECOMMENDATIONS

Cabinet Members are asked to:

1. Endorse the development of six new, two-bedroom Children's homes, which will reduce the need for out of authority providers, and ensure Doncaster children are looked after in Doncaster, in secure and stable environments akin to family settings.
2. Approve the purchase and refurbishment of two, two bedroom Children's homes to the Learning and Opportunities: Children and Young People capital programme

and transfer budget of £0.6m from the Investment & Modernisation Fund held in the Corporate Resources capital programme.

3. Approve the increase in the 'Staying Put' rate to foster carers, to enable more young people to remain at home with their foster carers once they become 18 years old.
4. Endorse the decision to develop a more modern and improved Short Breaks overnight offer, and to note that a further report will be presented to the Executive following conclusion of a consultation exercise with stakeholders.
5. Support the plan to recruit more in-house foster carers, including specialist foster carers and reduce the number of children in, independent fostering agency placements and out of authority providers.
6. Support the plan to develop a new in-house residential setting, for young people with the most complex needs aged 16years and above.
7. Welcome associated savings arising in the Dedicated Schools Grant High Needs Block and Doncaster Children's Services Trust cost of service delivery.
8. Acknowledge the level of consultation to date and the commitment to continue to consult throughout subsequent phases.

#### **4. WHAT DOES THIS MEAN FOR THE CITIZENS OF DONCASTER?**

4.1 **Our vision** is for all children to have a right to a family life and wherever possible they will be supported to live with their birth parents or family. Where this is not possible, they will live with nurturing and supportive families. If they cannot live in a family home, they will live in a Children's home, which replicates family life as closely as possible. Every effort will be made either to safely return children to their families or to ensure they have a permanent alternative family as soon as possible. In practice, this means:

4.2 More children will stay at home with their families with systemic support at the earliest possible stage, meaning fewer children entering the care system; continuing the reductions experienced over the last year.

4.3 For those Children in Care, there will be more opportunities for them to live in a setting as close as possible to family life where there is permanence and support. No child will be moved from an existing placement unless it is in their best interests to do so.

4.4 Children will move back into Doncaster into better quality homes more akin to a family setting. Their experiences are likely to be improved with greater opportunities for them to thrive in secure, stable and supportive environments, with local services better able to co-ordinate any wider support, i.e. education and mental health services.

4.5 Increased capacity locally will mean fewer children are placed out of Doncaster in the future over the next three years.

4.6 More Children in Care will live in Doncaster, which means they are able to go to school in the areas where they live, maintaining friendships and contact with their families (where it is safe to do so). They will be able to stay in Doncaster and access local services.

4.7 Services will give better value for money.

4.8 Children will be supported effectively through episodic periods of crisis with the aim of keeping them within the family home.

4.9 More young people would be able to stay with their former foster carers when they turn 18 years old, ensuring placement stability.

4.10 The Short Breaks offer will better meet the needs of children and their families. This will give greater independence, help the development of essential life skills and provide opportunities for hobbies and enjoyment whilst providing greater support to families.

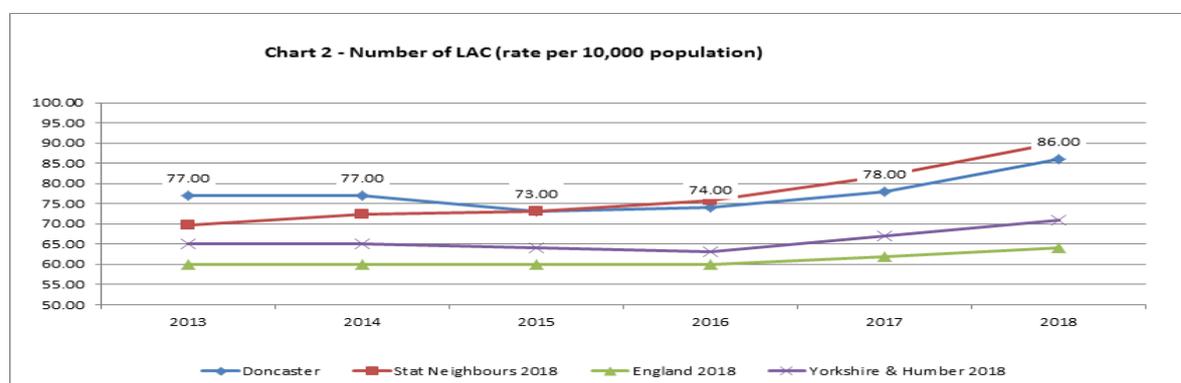
## 5. BACKGROUND

5.1 The definition of looked after children (Children in Care) can be found in the Children Act 1989. A child is deemed to be looked after by a local authority if a Court has granted a Care Order to place a child in care, or a council's children's services department has cared for the child for more than 24 hours. The preference in Doncaster is to use the term Children in Care.

5.2 The agreed definition of a person with complex needs is *someone with two or more needs affecting their physical, mental, social or financial wellbeing.*

5.3 Doncaster has experienced higher levels of demand for Children in Care than previously anticipated. This has placed a huge pressure on the system in relation to capacity, quality and cost. Doncaster experienced a growth rate of 11% from 2013 to 2018. Over the last year, we have started to see these reduce, and whilst they remain high in overall terms, it gives confidence moving forward.

5.4 The following chart highlights the demand increase from 2013 to 2018 and respective comparisons.



5.5 The table below shows the care ladder for Children in Care at the end of quarter two (21019), and is provided to demonstrate the range and volume of services currently available.

		2018/19				2019/20	Latest Position	Trend	Movement since year end		Movement over 12 months	
		Qtr1	Qtr2	Qtr3	Qtr4	Qtr1						
Residential care	In-house Residential	19	19	19	20	17	16		-4	-20%	-3	-16%
	Out of Area	29	31	33	35	29	32		-3	-9%	1	3%
Fostering	Independent fostering agencies	195	206	189	169	172	166		-3	-2%	-40	-21%
	In-house fostering, incl. family & friends	204	207	198	191	186	208		17	9%	1	0%
Adoption Services	Receiving Allowances	102	106	108	111	105	97		-14	-13%	-9	-9%
	Independent adoption agencies - 'bought in quarter'	3	2	2	4	5	2					
	Independent adoption agencies - 'sold in quarter'	2	3	2	3	4	1					
Special guardianship orders		287	311	320	320	319	324		4	1%	13	5%
Child arrangement orders		163	172	182	174	177	178		4	2%	6	4%
Leaving Care	16-17 Transition	27	28	32	26	28	26		0	0%	-2	-7%
	Supported Independent Living	3	6	5	5	5	5		0	0%	-1	-33%
	18+ Accommodation	51	40	39	38	42	42		4	11%	2	4%
Asylum seekers		7	4	3	3	2	4		1	33%	0	0%

5.6 There are currently four in-house residential homes in Doncaster plus one overnight unit for Short Breaks. All of which are four bedroom homes apart from Oaklands, which has eight bedrooms. The table below shows the breakdown of utilisation across each of the homes and for the overnight provision.

Residential Home	Registration Use	Ofsted Rating	Capacity	Numbers in Residence	Average Occupancy
Morrison Drive	Children's Home	Outstanding	4	4	100%
Cromwell Drive	Children's Home	Requires Improvement	4	4	100%
Amersall Road	Children's Home	Good	4	4	100%
Pinewood Avenue	Children's Home	Good	4	4	100%
Oaklands	Short Breaks Overnight Provision	Good	8	Varies 3-5 per night, equates to approx. 476 nights per annum	35%

5.7 All four homes are at full occupancy, with all but one rated as good or above. This gives confidence in the Trust's ability to run and manage in-house residential homes. However full homes of four children can present a challenge to residents and/ or the wider community and does not fit with the vision of having settings akin to a family home. It can also be difficult to match children in residential homes of more than two children.

5.8 Due to matching difficulties, capacity or specific needs that cannot be met by in-house provision, it is at times necessary to place children with independent providers, these maybe in Doncaster and/or out of Borough, these are called out of authority placements. Independent providers do not require the local Council's authorisation to open and as such can apply to Ofsted for registration in any part of the Borough. The Council does have an opportunity to consider applications through the request for planning process. In February 2019, discussions took place around linking relevant professionals in to the planning consultation process for developments relating to independent children's homes. The protocol dictates that senior leads in key agencies are consulted where planning permission is required, providing them with a 21 day period to view the details supporting a planning proposal and to provide comments to support their stance on the proposed development. Yet whilst there is now a greater opportunity to influence decision-making, the Council is unable to decline applications if they meet key criteria.

5.9 There are currently **no** in-house residential homes for children with a disability, which means that any child, who is unable to be in the family home, will need to be placed with an out of authority provider. There are ten children currently placed in an out of authority placement. The same challenges apply as raised in the above point.

5.10 There is only one specialist foster carer for children with complex needs, and no in-house residential home for older young people (16 years +) with complex needs. This at times means that children cannot stay within a family environment, which results in out of authority placements. Specialist foster carers are the most skilled and experienced carers who care for the most complex children and young people and there is a need to increase the number of these.

5.11 There are 374 children placed with foster carers with 208 residing with in-house foster carers. The benefits to placing locally as opposed to independent fostering agencies relate to both quality and price. An in-house placement costs approximately £27k per annum less than independent fostering agencies. Children in Care are more likely to stay in an in-house foster care placement longer, achieving better outcomes.

5.12 Short Breaks provide opportunities for disabled children to spend time away from their primary carers. This includes day, evening, overnight or weekend activities and take place in the child's own home, the home of an approved carer or a residential or community setting. Consultation with parents and carers has identified the need to revise our current Short Breaks offer in particular for overnight support. The current overnight offer is an eight bedroom children's in-house residential home, which is clinical in its setting, being based more on a medical model than a family home. A recent survey of families identified that almost half did not give positive feedback about the residential unit, whilst being clear that they still want an overnight offer. In addition, the home is running below capacity due to the difficulty in matching children with complex health and neuro-developmental needs. Speaking to parents of children with severe complex health needs identified, that they do not want to use overnight residential facilities due to their anxieties around the impact of other children in the same facility, an example being a child with a complex tracheotomy and parental anxiety about this being knocked or pulled out. Recent consultation with families (that use the service the most) identified a very clear message that they want overnight support. There is a commitment to continue to consult with families around a new overnight provision and the development of a proposal.

5.13 Staying-Put is an arrangement where young people remain with their foster carers following their 18th birthday and was endorsed by the Government and formalised in the Children and Families Act 2014. The Staying-Put rate has remained static in Doncaster (£155 per week) since 2014, and is no longer competitive when considering the rate offered by neighbouring authorities (excess of £200 per week). This means that in order to secure staying put arrangements there is a need to pay high rates in line with foster care rates, which can be in excess of £600 per week to independent fostering agencies, with a proportion of the fee going to the agency and not the foster carer. This is placing a financially unsustainable burden on the budget, as there is a need to endorse former fostering rates, which can be in excess of £600 per week for an adult. In some cases, this has, resulted in young people leaving their foster placement. Implementing the new arrangement would see a predicted increase in the number of young people who stay put, around 20 per annum. Currently there are only twelve young people in staying put arrangements, some of these with in-house carers and some with Independent Fostering Agencies.

5.14 For some children with more severe complex issues, aged between 16 and 18 years, traditional residential children's homes are no longer appropriate, particularly if there is a mix of older and younger children. Many of these children have additional complexities requiring therapeutic interventions, which can mean that semi-independent living providers are unable to meet their needs. This frequently results in these young people moving from provision to provision because of their presenting behaviours. In some cases, this results in children being placed in out of authority placements. Consequently the creation of a bespoke and regulated children's home, which focusses on preparation for independence, delivered alongside appropriate therapeutic inputs has a far greater chance of success. Currently in Doncaster, there is no such provision, which has indeed resulted in out of authority placements.

5.15 To conclude, the above captures the needs analysis, which to summarise are:

- Average capacity for in-house residential homes is at 100% and there is a need to increase in-house capacity with settings akin to family life.
- No current in-house residential homes for children with complex needs.
- Need to recruit more specialist foster carers for children with complex needs.
- Plan to recruit more in-house foster carers.

- More children placed in out of authority placements than desired.
- Short Breaks overnight provision is for some outdated and based on an historic medical model rather than a family setting.
- The Staying Put Rate is too low and is not competitive, hindering recruitment.
- There is not an in-house residential unit for young people aged 16 years + that offers wrap around therapeutic interventions for the most complex young people.

## 6. PROPOSALS

6.1 The introduction of six new in-house two-bedroom children's homes, with the first four bedroom homes opening in 2020 and the second two homes opening in 2021, this includes two homes for children with complex needs. The requirements for the homes will reflect the needs of the children, including both single storey and two storey dwellings, to ensure the best environments are provided. The aspiration is for eight children to return to in-house residential provision by the end of 2020, with the second two homes providing four beds to manage future growth, meaning four children would not need to go out of Borough in the future. Detailed discussions have started to explore which children would be best suited to move to these provisions, considering their individual needs, including which educational setting would be best, and GP registration. Any placements would be done in a planned and managed way that has the best interests of the child at heart. Any move will be based on improving a child's outcomes. Housing colleagues have been made aware of Ofsted requirements for homes and are starting to search for suitable properties. There are no special housing requirements outside of this, which hopefully broadens the scope of potential houses.

6.2 Recruit eight new specialist foster carers for children with complex needs. The Trust have started a targeted recruitment and discussions have taken place around which children would benefit from this type of placement, at the time of writing this report this is one child. The remaining seven places will be taken by assumed growth of three children in 2020/21 then four children over the following financial years.

6.3 Increase the number of in-house foster carers from 191 to 276 by 2023, so that 75% of all foster care placements are in-house. The Trust have a good track record of recruiting and retaining in-house foster carers and have already increased to 208 over the last quarter.

6.4 It is proposed that there may be a new Short Breaks offer for children and families who want support overnight. This is based on the outcome of initial consultation sessions with parents and carers, in particular those currently using the current overnight provision, as detailed in section 15. The aspiration is to develop a mixed economy of overnight provision in two settings, a residential unit offering around 500 bed nights per annum and foster cares offering around 100 nights per annum. The residential unit may not be Oaklands, which is the current provision, as this does not have the correct configuration and too many beds. No decision has yet been reached on this issue but it is felt that any new residential offer will include a smaller residential unit offering a setting more akin to family life, with a focus on creating an environment like a sleep over rather than the current more clinical setting. There are some foster carers that have expressed a desire to move away from providing full-time care but would like to continue providing some care, in particular overnights. This is the cohort of potential Short Break foster carers. The next phase is to develop a firm proposal for the new overnight offer and to consult with stakeholders on that proposal.

6.5 Implement a new Staying Put financial framework of £250 per week, which is competitive sub-regionally and encourages foster carers to support young people as they transition into adulthood. It will mean that 20 more young people per annum will get the opportunity achieve permanence. This is particularly important in terms of stability around assuring educational outcomes.

6.6 A new bespoke and regulated four bedroom in-house residential children's home, which focusses on preparation for independence, delivered alongside appropriate

therapeutic inputs. The new home will be managed by the Trust with dedicated wrap around therapeutic support form health services. The aspiration is that this cohort of young people get the intensive support they need in a secure and stable environment.

## 7. REASONS FOR RECOMMENDED OPTIONS

7.1 The recommended option is to agree the proposals outlined in section six as this will bring around the improvements outlined in section four.

7.2 If the proposals are not agreed then the improvements will not happen and the current arrangements will remain in place.

## 8. IMPACT ON THE COUNCIL'S KEY OUTCOMES

	<b>Outcomes</b>	<b>Implications</b>
	<p><b>Doncaster Working:</b> Our vision is for more people to be able to pursue their ambitions through work that gives them and Doncaster a brighter and prosperous future;</p> <ul style="list-style-type: none"> <li>• Better access to good fulfilling work</li> <li>• Doncaster businesses are supported to flourish</li> <li>• Inward Investment</li> </ul>	<p>The Future Placements Strategy will enable several of the outcomes to be realised.</p>
	<p><b>Doncaster Living:</b> Our vision is for Doncaster's people to live in a borough that is vibrant and full of opportunity, where people enjoy spending time;</p> <ul style="list-style-type: none"> <li>• The town centres are the beating heart of Doncaster</li> <li>• More people can live in a good quality, affordable home</li> <li>• Healthy and Vibrant Communities through Physical Activity and Sport</li> <li>• Everyone takes responsibility for keeping Doncaster Clean</li> <li>• Building on our cultural, artistic and sporting heritage</li> </ul>	
	<p><b>Doncaster Learning:</b> Our vision is for learning that prepares all children, young people and adults for a life that is fulfilling;</p> <ul style="list-style-type: none"> <li>• Every child has life-changing learning experiences within and beyond school</li> <li>• Many more great teachers work in Doncaster Schools that are good or</li> </ul>	

	<p>better</p> <ul style="list-style-type: none"> <li>• Learning in Doncaster prepares young people for the world of work</li> </ul>	
	<p><b>Doncaster Caring:</b> Our vision is for a borough that cares together for its most vulnerable residents;</p> <ul style="list-style-type: none"> <li>• Children have the best start in life</li> <li>• Vulnerable families and individuals have support from someone they trust</li> <li>• Older people can live well and independently in their own homes</li> </ul>	
	<p><b>Connected Council:</b></p> <ul style="list-style-type: none"> <li>• A modern, efficient and flexible workforce</li> <li>• Modern, accessible customer interactions</li> <li>• Operating within our resources and delivering value for money</li> <li>• A co-ordinated, whole person, whole life focus on the needs and aspirations of residents</li> <li>• Building community resilience and self-reliance by connecting community assets and strengths</li> <li>• Working with our partners and residents to provide effective leadership and governance</li> </ul>	

## 9. RISKS AND ASSUMPTIONS

The key strategic risks identified at this stage are as outlined below.

**9.1. Risk 1: Unable to source two-bedroom children’s homes** – There is a clear understanding of the requirements for the homes but there are potential risks, including the availability of stock, including an acquisition and agreement of capital funding (outlined in 8.1) and inability to secure an educational placement close enough to the home.

*Mitigation – Individuals children’s needs have been assessed and there is a clear specification of requirements for each. Housing colleagues have picked this up. There are on-going conversations with the Capital Asset Management Board around securing capital funding.*

**9.2 Risk 2: Not able to recruit enough in-house foster carers** – The Trust have been successful previously in recruiting foster carers however, there are challenges in doing so, including other Local Authorities campaigns and rates and independent fostering agency rates.

*Mitigation – Increase in recruitment budget to allow for greater depth of campaign learning from what works in other areas. There is a greater focus on recruiting specific types of carers with particular skills and experiences to allow better matching with children.*

*There is a renewed focus on recruitment and as discussions progress around which children would be best suited to foster care provision, a more targeted recruitment is possible.*

**9.3 Risk 3: Unable to source a 16 + children's home** - There is a clear understanding of the requirements for the homes, but there is a risk that this stock does not exist locally.

*Mitigation – A mixed economy approach where properties are either refurbished or purchased allows for significant scope in obtaining the property. Likelihood of being unable to purchase a property to meet this need is therefore small. This will be a four-bed home and therefore obtaining the property should be relatively easy within the borough*

**9.4 Risk 4: Not able to recruit enough specialist foster carers** - As this is a specialist area and outside of the mainstream ask and carers feel unable to offer this service

*Mitigation – targeted recruitment and support offer akin to the Mockingbird constellation model will ensure prospective carers feel supported and therefore able to offer the placements needed. We are actively recruiting over the coming months*

**9.5 Risk 5: Staying Put rate not agreed** – The risk is potentially two-fold. Firstly, foster carers choose not to offer post 18years olds placements and/ or they join independent fostering agencies who offer a higher rate.

*Mitigation – Request for increase in rate included in this paper. The increase in the financial offer ensure more of our young people are able to enjoy family life to the age of 25 in line with most families.*

## **10. LEGAL IMPLICATIONS [NC 27/11/19]**

10.1 The proposals contained within this report relating to the future placement of children and young people and, will assist in the Council and the Doncaster Children's Trust meeting their various statutory duties in relation to Children in Care and Children with complex needs. This includes duties in the Children Act 1989 and the Children and Families Act 2014.

10.2 In relation to the short breaks offer, in order to comply with the general duty on Council's to act fairly, prior to a decision to implement any final proposals relevant stakeholders including service users, their parent/carers and staff should be formally consulted. Sufficient reasons must be put forward for the proposals to allow for intelligent consideration and response by the stakeholders; adequate time must be given for consideration and response; and the product of the consultation must be consciously taken into account by elected members before a final decision is made on the proposals. In addition, given this area inevitably involves people with protected characteristics, when considering the final proposals at a future date, elected members will need to be reminded of their obligations under the public sector equality duty under section 149 of the Equality Act 2010.

## **11. FINANCIAL IMPLICATIONS [Officer Initials: AB 28/11/19]**

11.1 The proposals outlined in section six have been factored into the consideration for the Council's, Dedicated Schools Grant High Needs Block and Doncaster Children's Services Trust Medium Term Financial Strategies.

11.2 The table below summarises net savings totalling £3.3m for financial years 2020/21 to 2022/23 from implementing each proposal.

Proposal	2020/21 Pressure/ Savings to budget (£s)	2021/22 Pressure/ Savings to budget (£s)	2022/23 Pressure/ Savings to budget (£s)	Total Pressure/ Savings (£s)
<b>Children with complex needs: 2 x 2 Bed Homes &amp; Specialist Foster Carers:</b>				
DMBC General Fund	-88,800	7,470	-31,850	-113,180
Dedicated Schools Grant High Needs Block	-423,000	103,510	-38,590	-358,080
Doncaster CCG Continuing Health Care Contributions	-61,120	25,280	-24,740	-60,580
<b>Children with complex needs: Borrowing costs of £600k capital funding required:</b>				
DMBC General Fund	31,000	31,000	31,000	93,000
<b>Children's Trust 4 x 2 Bed Homes:</b>				
DCST General Fund	120,920	120,920	0	241,840
Dedicated Schools Grant High Needs Block	-306,260	-306,260	0	-612,520
<b>Re-profile foster care provision:</b>				
DCST General Fund	-445,420	-731,620	-519,420	-1,696,460
<b>4 Bed Home for 16+ children:</b>				
DCST General Fund	0	-120,000	0	-120,000
Dedicated Schools Grant High Needs Block	0	-146,260	0	-146,260
<b>Revised Short Breaks offer:</b>				
DMBC General Fund	-600,000	0	0	-600,000
<b>Increase Staying Put rate to £250 p/w:</b>				
DCST General Fund	70,540	0	0	70,540
<b>TOTAL DMBC General Fund</b>	<b>-657,800</b>	<b>38,470</b>	<b>-850</b>	<b>-620,180</b>
<b>TOTAL DCST General Fund</b>	<b>-253,960</b>	<b>-730,700</b>	<b>-519,420</b>	<b>-1,504,080</b>
<b>TOTAL Dedicated Schools Grant High Needs Block</b>	<b>-729,260</b>	<b>-349,010</b>	<b>-38,590</b>	<b>-1,116,860</b>
<b>TOTAL Doncaster CCG Continuing Health Care Contributions</b>	<b>-61,120</b>	<b>25,280</b>	<b>-24,740</b>	<b>-60,580</b>
<b>TOTAL Net Savings</b>	<b>-1,702,140</b>	<b>-1,015,960</b>	<b>-583,600</b>	<b>-3,301,700</b>

11.3 The table below summarises a budgetary pressure of £1.1m by 2022/23 across Social Care, Education and Health that will be avoided for Children with complex needs placements by implementing the proposal for specialist foster carers.

Proposal	2020/21 Cost Avoidance to budget (£s)	2021/22 Cost Avoidance to budget (£s)	2022/23 Cost Avoidance to budget (£s)	Total Cost Avoidance (£s)
<b>Specialist Foster Carers:</b>				
DMBC General Fund	-7,450	-265,230	-109,070	-381,750
Dedicated Schools Grant High Needs Block	-98,980	-249,930	-150,930	-499,840
Doncaster CCG Continuing Health Care Contributions	-40,750	-122,230	-81,490	-244,470
<b>TOTAL Cost Avoidance</b>	<b>-147,180</b>	<b>-637,390</b>	<b>-341,490</b>	<b>-1,126,060</b>

11.4 The narrative below describes the financials associated to the proposals outlined in section six.

11.5 Two-bedroom in-house residential children's homes for children with complex needs has a projected individual bed cost of £173k per annum, which is approximately (£71k) cheaper than the current out of authority placement. The aspiration is for; four children to return to in-house provision and detailed discussions have started around a child's individual needs and appropriateness of moving placement. The assumption is that two of these

children will need an external education placement, which will cost on average £57k per annum. This proposal will require a (provisionally estimated) capital funding figure of £600k to cover the purchase of two homes and the refurbishments required, to make the homes suitable for the children identified. The £600k capital cost will be funded by borrowing through the Investment and Modernisation Fund; this creates a revenue cost of £31k per annum for the repayment of borrowing and interest. The savings are clearly far in excess of the borrowing costs.

11.6 The projected cost of a specialist foster care placement is £50k per annum, which is approximately (£194k) less than the current average cost of an out of authority placement. The Trust have started a targeted recruitment and discussions have taken place around which children would benefit from this type of placement, at the time of writing this report this is one child. A further seven places will be taken by assumed growth of three children in 2020/21 then two children per financial year thereafter which will result in annual cost avoidance of (£1.1m) by 2022/23 across social care, education and health as without this provision the growth of seven children across the next three financial years would have to be placed in an out of authority placement.

11.7 The two proposals for children with complex needs will deliver across financial years 2020/21 to 2022/23 general fund savings of (£113k) included in the Council's Medium Term Financial Strategy, savings to the Dedicated Schools Grant High Needs Block of (£358k), and savings to Doncaster CCG of (£61k) as their continuing health care contributions towards packages will reduce.

11.8 Two-bedroom in-house residential children's homes has a projected individual bed cost of £135k per annum, which is (£75k) less than an out of authority placement. Out of authority placements are usually funded 50% from the Council's general fund and 50% from the Dedicated Schools Grant High Needs Block. Future in-house residential placements will be fully funded from general fund at an increased cost of £30k per bed per annum to the general fund. However, the proposal will deliver significant savings of (£612k) per annum to the Dedicated Schools Grant High Needs Block, based on the assumption that 50% of the placements will go to a mainstream school and 50% will require external education to be commissioned. The proposal is included in the Trust's Medium Term Financial Strategy. The Trust have an allocation of £1.554m in the Council's Capital Programme, which will be used to fund the purchase of the homes, and any renovation required.

11.9 The cost of an independent fostering agency placement is £27k more than an in-house placement; therefore, the Trust's aim is by 2023 to have 75% of fostering placements in house with only 25% in an independent fostering agency placement. This proposal included in the Trust's Medium Term Financial Strategy will deliver savings of (£1.696m) to the general fund across 2020/21 to 2022/23. This proposal does include increasing the support network to in house foster carers and the funding of this has been netted off the savings.

11.10 The Trust are proposing a further four bed children's home for those children that are not quite ready for semi-independence. These young people will potentially be those who are currently living out of authority and/ or in independent provision. The average cost of the most complex children in an external placement is £260k per annum. The savings from this proposal included in the Trust's Medium Term Financial Strategy is (£120k) per annum to the General Fund and (£146k) per annum to the Dedicated Schools Grant High Needs Block. The cost of purchasing and renovating the homes is included in the £1.554m in the Council's Capital Programme.

11.11 There will be a re-profiled budget of £400k to deliver the revised Short Breaks offer. This proposal will deliver a (£600k) general fund saving, which is included in the Council's Medium Term Financial Strategy.

11.12 The current rate Staying Put rate of £155 per week is less than the neighbouring authorities, the majority of whom are paying in excess of £200 per week. Increasingly

independent fostering carers are not prepared to accept the £155 rate to allow young people to Stay Put and are requesting the same level of funding they received to foster often this is £300-£450 per week. The proposal is to increase the standard rate to £250 per week, which at an average activity of 20 Children Staying Put equates to £260k per annum. The Council receives Staying Put grant of £149k, which is paid over to the Trust via the contract, and, it has been assumed that 50% of young people Staying Put will claim Housing Benefit equating to £41k per annum. The net budget pressure from this proposal is £70k, which will be funded from the savings delivered by the other proposals included in the Trust's Medium Term Financial Strategy.

11.13 In addition, these proposals will have a direct benefit to local employment opportunities and local spend.

11.14 The Trust have an allocation of £1.554 million in the Council's capital programme as a figure for the development of a semi-independent living home, a further four bed children's home for those that are not quite ready for semi-independence and four, two-bedroom children's homes. This existing capital budget will be funded from capital receipts.

## **12. HUMAN RESOURCES IMPLICATIONS [KW 28/11/19]**

There are no human resource implications; however, there is an on-going commitment to keep checking this as the work progresses

## **13. TECHNOLOGY IMPLICATIONS [PW 28/11/19]**

Where there are technology requirements to support the delivery of the Future Placements Strategy, a proposal would need to be submitted for consideration and prioritisation by the Technology Governance Board (TGB). Full technology implications will be provided as part of the TGB process once the requirements have been clarified.

## **14. HEALTH IMPLICATIONS [CW 28/11/19]**

The report acknowledges the poor health and wellbeing outcomes that are often associated with a child entering the looked after system. The proposal aims to reduce the number of children entering care and increase the quality of care for those who do. The report outlines how work will be undertaken locally that will reduce inequalities in health and improve health outcomes for those children who experience disadvantage and poorer health outcomes.

The reasons children go into care are often complex and multi-faceted. Therefore tackling the issue requires a range of interventions across agencies. A collaborative whole systems approach is likely to be more effective in preventing children going in to care than individual interventions.

For children who do end up in care, regardless of where that is, care providers should be equipped to support and promote the health and wellbeing of the children in their care.

## **15. EQUALITY IMPLICATIONS [LG 26/11/19]**

The proposals would provide greater opportunities for equality, in particular for children with complex needs, as they will be able to stay in services in Doncaster, with specialist foster carers and/ or in a residential setting. They can't currently, which is not the same for children without complex needs.

There are no further concerns around equality implications at the time of writing the report.

## **16. CONSULTATION**

16.1 There has been a significant amount of consultation as part of the initial development of the strategy and subsequently around the development of the proposal.

16.2 A Short Breaks review began with a questionnaire sent out to all 245 families who use the current respite service, 103 completed and returned the questionnaire (42%), which is a

good return rate and gives confidence in that we are actively engaging. Overall families said they wanted overnight respite but almost half not giving positive feedback on the current provision. Building on this there has been consultation around the Short Breaks offer via Doncaster Parents Voice with the development of a working group that will shape and oversee the implementation. This means that residents will be directly shaping the services they need. The information obtained from families will be used to inform the development of the proposals for a new overnight offer.

16.3 There has been two consultation sessions with parents and carers of current service users at Oaklands (19.11.19), to ensure they are central to future decision making. Again, there is an-going commitment to work with this group around the new overnight provision.

16.4 There has been a significant amount of consultation around all aspects of the strategy. This includes with children, parents and carers, front line staff and senior leaders across the system, including agreement on the strategy at the Joint Commissioning Management Board, the Council Joint Leadership Team and Children's Trust Executive Management Team.

## **17. BACKGROUND PAPERS**

17.1 There are no background papers to submit.

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