

SHEFFIELD CITY COUNCIL

COUNCIL MEETING – 6TH SEPTEMBER, 2017

List of Amendments received by the Chief Executive

ITEM OF BUSINESS NO.2 - SUSPENSION AND AMENDMENT OF COUNCIL PROCEDURE RULES

1. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Robert Murphy

That the Motion [*to approve, for the duration of the meeting, certain revisions to the Council Procedure Rules, as set out in the schedule included with the agenda for this meeting*] be approved with the exception of the rule relating to CPR 10.2 relating to a limit on the number of motions and altering the order of motions, which favours the ruling group.

ITEM OF BUSINESS NO.5 – NOTICE OF MOTION REGARDING SECURING BETTER TRANSPORT FOR SHEFFIELD AND THE NORTH

2. Amendment to be moved by Councillor Martin Smith, seconded by Councillor Shaffaq Mohammed

That the Motion now submitted be amended by:-

1. the replacement, in paragraph (b), of the words “the Council Leader, Councillor Julie Dore” by the words “many people from the private and public sector”; and
2. the addition of a new paragraph (j) as follows, and the relettering of original paragraph (j) as a new paragraph (k):-
 - (j) regrets that continuing disagreement between Labour-controlled councils in South Yorkshire has called into question the election of the Sheffield City Region mayor which is depriving our region of a strong voice on strategic transport issues such as the electrification of Midland Mainline, whereas cities such as Manchester and Liverpool are already beginning to reap the benefits of devolution;
3. Amendment to be moved by Councillor Robert Murphy, seconded by Councillor Alison Teal

That the Motion now submitted be amended by:-

1. the deletion of paragraphs (a) to (e) and the addition of new paragraphs (a) to (e) as follows:-
 - (a) notes the new HS2 Route will result in the loss of hundreds of homes in the city region and a reduction in services stopping in Sheffield City Region compared to the original proposal;
 - (b) believes that if the Government and Administration were serious about the Northern Powerhouse Rail, their top priority would be improved rail links between northern cities rather than faster journeys to London;
 - (c) notes the proposal from HS2 will not provide the benefits of “substantially reduced journey times” or “release space on the conventional rail network for new commuter, regional and freight services”, the statements used as justification for Sheffield City Council supporting the concept of High Speed Rail;
 - (d) notes that no high-speed track will be laid in the city of Sheffield, and believes that the proposal is effectively a high-speed bypass cutting through the City Region;
 - (e) is not surprised that, considering the spiralling costs of HS2 (up from £32 billion to £55 billion), other rail investments, such as electrification of Midland Mainline, are being stopped to save money;
2. the addition of the following words at the beginning of paragraph (f) - “believes electrification of the Midland Mainline would have brought many of the benefits of HS2 at a fraction of the cost and disruption to the area, and”;
3. the deletion of paragraph (h) and the addition of new paragraphs (h) to (n) as follows:-
 - (h) notes that despite reportedly spending £190,000 of council tax payers’ money, the Administration failed to persuade HS2 to site a station at Sheffield Victoria and believes that the proposed site of Sheffield Midland Station will not provide the economic benefits, capacity and connectivity improvements that a Sheffield Victoria option claimed;
 - (i) notes the Administration’s proposal failed to win the support of other South Yorkshire Councils and caused animosity with other areas of the City Region, and believes that this has thereby damaged the close working relationship necessary for effective devolution;
 - (j) notes that current proposals include no improvement to journey times between Sheffield and Leeds;
 - (k) notes that there are currently further delays to rail improvements between Sheffield and Manchester;
 - (l) notes that the proposed Tram/Train service between Sheffield and Rotherham is significantly delayed and vastly over budget;

- (m) believes that this Administration has shown itself to be incompetent with regards to improving our city's rail services; and
 - (n) apologises to passengers who regularly have to deal with overcrowding and poor services on local routes.
4. the relettering of original paragraphs (i) and (j) as new paragraphs (o) and (p).

ITEM OF BUSINESS NO.6 – NOTICE OF MOTION REGARDING TACKLING THE DAMAGE OF FIXED-ODDS BETTING TERMINALS

4. Amendment to be moved by Councillor Sue Auckland, seconded by Councillor Andrew Sangar

That the Motion now submitted be amended by the addition of new paragraphs (h) to (j) as follows, and the relettering of original paragraphs (h) to (j) as new paragraphs (k) to (m):-

- (h) believes this is a direct consequence of the Gambling Act 2005, introduced by the last Labour Government, which removed the need for operators to prove unmet demand;
- (i) notes the comments of the Labour MP, Tom Watson, who stated the Labour Party 'dropped the ball' over the 2005 Gambling Act;
- (j) recalls the previous Labour Administration's support for Sheffield to be the home of the UK's first "Super-Casino" despite opposition from the community; and

5. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Robert Murphy

That the Motion now submitted be amended by the addition of new paragraphs (k) to (m) as follows:-

- (k) notes this is the fifth time members of the Labour Group have brought a motion to Council on this nationwide issue in three years;
- (l) notes that the Council states, in its "Statement of Principles" under the Gambling Act 2005, that it "recognises how important this sector of the entertainment industry is within the city" and that "well-run businesses will get the support of the Council"; and
- (m) therefore requests the Administration to bring forward a report to the Council within six months on such changes to the Statement of Principles as are appropriate to address the concerns now raised.

ITEM OF BUSINESS NO.7 – NOTICE OF MOTION REGARDING THE ELECTRIFICATION OF MIDLAND MAINLINE

6. Amendment to be moved by Councillor Jack Scott, seconded by Councillor Julie Dore

That the Motion now submitted be amended by the deletion of all the words after the words “That this Council” and the addition of the following words:-

- (a) welcomes the confirmation by the Government that high-speed services will run into Sheffield Midland station, and notes that the Labour Group have always championed the benefits of a city centre location for HS2 as this is where the greatest economic impact, transport benefits and job creation will be delivered;
- (b) applauds the leadership, determination and hard work of the Council Leader, Councillor Julie Dore, in securing a HS2 city centre location, which will bring the maximum benefits for the whole of South Yorkshire;
- (c) affirms that a city centre location is vital to ensuring Sheffield is well placed to maximise the benefits of HS2, and allows for the integration of HS2 with HS3, but believes this must extend to the north as well as to the south;
- (d) highlights that whilst we welcome the fact that HS2 Ltd have committed to funding a junction, this Administration will be seeking further commitments from the Government to ensure that the connection north of Sheffield is funded to enable high speed connections out of Midland and up to places like Leeds and Newcastle;
- (e) notes that despite the hugely positive news that HS2 will be coming to the centre of Sheffield, the Government have cancelled the electrification of the Midland Mainline which was due to be electrified by 2023; the Government have decided that 'bi-mode' trains - which can switch from electric to diesel power – will instead be introduced;
- (f) believes that this move is outrageous and will deny Sheffield faster, greener, more reliable train journeys which would have been a big boost to our economy and would have led to significantly improved air quality, another key aspiration of this Administration, particularly given the Government's woefully inadequate Air Quality Plan;
- (g) believes that the Government's decision to cancel the electrification of the Midland Mainline is even more outrageous, given that the Government are continuing with Crossrail 2, a new London rail line, which will cost around £30 billion - denoting that whilst there is extra money for the south, the north continues to get neglected under this Government;

- (h) notes that despite this significant setback, it is encouraging that HS2 Ltd said they would ensure that Sheffield was HS2-ready so it could benefit from a spur into the city centre off the main line, being, therefore, unaffected by the Government's decision regarding the lack of electrification on the existing line from Sheffield to Kettering, and that this Administration will continue to hold HS2 Ltd to account to ensure this happens;
- (i) believes that as a nation we are too London-centric and too centralised; and that much more needs to be done to empower all England's regions; figures from the think-tank Institute for Public Policy Research (IPPR) show that funding per head in London for transport is £3,400 compared to just £427 per head in the north, and in total the north would have seen £59 billion more for transport if funded the same as London, and therefore, support is given to calls from Andy Burnham, Mayor of Greater Manchester, for this to be addressed urgently; and
- (j) states that the disparity between transport in the north of England and London must now be addressed and reiterates comments made by Council Leader, Councillor Julie Dore, prior to the transport summit in Leeds, that the Government must:-
 - (i) commit to making an integrated transport network across the whole of the north and especially a commitment to a Northern Powerhouse Rail; and
 - (ii) commit to upgrades that will make an immediate difference – particularly reversing their decision to cancel the electrification of the Midland Mainline.

ITEM OF BUSINESS NO.8 – NOTICE OF MOTION REGARDING THE LABOUR PARTY'S POSITION ON "BREXIT"

7. Amendment to be moved by Councillor Ben Curran, seconded by Councillor Jackie Drayton

That the Motion now submitted be amended by the deletion of all the words after the words "That this Council" and the addition of the following words:-

- (a) believes that, in a bid to be relevant again, UKIP are spreading misinformation about Labour's position on withdrawal from the EU;
- (b) notes that the Labour Party has stated that they will fight for a Brexit deal that protects jobs, the economy and rights and that, in order to avoid a 'cliff-edge' for the economy as we leave the EU, Labour would seek a time-limited transitional deal on the same basic terms we currently enjoy;

- (c) notes that this means Labour are seeking to remain in a customs union with the EU and within the Single Market during a strictly limited transitional period; meaning the UK would abide by the common rules of both for a temporary period;
- (d) believes that this is a decision taken in the national interest and it would provide much needed certainty for British businesses and consumers; recognising that it is highly unlikely that bespoke transitional arrangements can be negotiated and established by March 2019 as the Government contend;
- (e) believes that, despite UKIP scaremongering to the counter, Labour recognise that a transitional period must be time-limited and that it cannot become an indefinite arrangement; instead acting as an essential bridge toward a lasting new progressive partnership with the EU based on our shared values and history;
- (f) believes that the final Brexit deal must retain the benefits of the Customs Union and the Single Market and that how this is ultimately achieved is secondary to outcome - remaining within a customs union and seeking a changed Single Market relationship are possible end destinations for Labour, but this must be part of negotiations;
- (g) contends that transitional arrangements will not frustrate or reverse the process of leaving the EU but rather this is a sensible and responsible way to protect jobs and the economy and ensure that Britain and the EU reach a mutually beneficial final deal;
- (h) believes that additional time is needed to resolve the incredibly complex question of the Northern Ireland border and that the Northern Ireland Peace Process, above all else, must be ensured; and
- (i) believes that Labour's position is a strong counter to the fanciful arguments by the Government and UKIP that bespoke transitional arrangements can be negotiated, agreed and established in the next 18 months; rather, in the words of the General Secretary of the Trade Union Congress, Frances O'Grady, "Labour are clearly the grown-ups in the room"; and that the Conservative and UKIP ideologically blinkered approaches are reckless in the extreme.

8. Amendment to be moved by Councillor Adam Hanrahan, seconded by Councillor Colin Ross

That the Motion now submitted be amended by the deletion of paragraphs (a) to (d), the addition of new paragraphs (a) to (f) as follows, and the relettering of original paragraph (e) as a new paragraph (g):-

- (a) notes the ongoing creative ambiguity of Labour's policy on Brexit, whereby a transitional period to a hard Brexit is being spun as a soft Brexit;

- (b) believes that whatever clear policy, if any, Labour eventually adopts on Brexit, will betray a great many voters, on one side or the other, taken in by creative ambiguity;
- (c) notes that Vote Leave did not campaign to leave the Single Market, rather that it promoted Switzerland and Iceland as having, as European Free Trade Association (EFTA) members, a desirable alternative to EU membership;
- (d) notes that Single Market membership was not on the ballot paper in June 2016, and believes that many leave voters, voted in the belief that it would be possible to remain in the Single Market, simply because this would be in the interests of the UK and of the EU;
- (e) condemns what this Council believes is the Orwellian reinterpretation of the 2016 vote by the Prime Minister, the Rt. Hon. Theresa May MP, Nigel Farage MEP and the Leader of the Labour Party, the Rt. Hon. Jeremy Corbyn MP, in defiance of the national interest, to exclude remaining a member of the Single Market;
- (f) welcomes any resistance to Jeremy Corbyn within the Labour Party;

ITEM OF BUSINESS NO.13 – NOTICE OF MOTION REGARDING THE IMPORTANCE OF CONSTITUTION

9. Amendment to be moved by Councillor Olivia Blake, seconded by Councillor Craig Gamble Pugh

That the Motion now submitted be amended by the deletion of paragraph (d) and the addition of new paragraphs (d) and (e) as follows:-

- (d) notes that the changes in meeting times of Full Council and other operational matters are the outcomes of a cross-party Member working group looking at improving decision making and public engagement, and that the new changes are only being trailed on a temporary period; and
- (e) reaffirms the Administration's assertion that any changes to the constitution will only take place in accordance with the constitutional process, and only with the backing of the relevant cross party Member working group.

ITEM OF BUSINESS NO.14 – NOTICE OF MOTION REGARDING REVIEW OF STUDENT ACCOMMODATION

10. Amendment to be moved by Councillor Ben Curran, seconded by Councillor Moya O'Rourke

That the Motion now submitted be amended by the deletion of paragraphs (c) and (d) and the addition of new paragraphs (c) to (f) as follows:-

- (c) notes that planning decisions are taken by the Planning and Highways Committee or by officers acting under delegated authority and, therefore, are not in the control of the Council's Executive;
- (d) notes that planners must make decisions in line with the National Planning Policy Framework which encourages purpose-built student accommodation (PBSA);
- (e) notes the Administration's commitment to using the Local Plan to ensure local policy is tightened up in this area; and
- (f) endorses the Administration's aim that as a requirement of the new Local Plan, all new PBSA developments are capable of conversion to residential accommodation, thereby adding flexibility to the market.