

SHEFFIELD CITY COUNCIL

COUNCIL MEETING – 7TH NOVEMBER, 2018

List of Amendments received by the Chief Executive

ITEM OF BUSINESS NO. 6 – NOTICE OF MOTION REGARDING “BUS FRANCHISING”

1. Amendment to be moved by Councillor Jack Scott, seconded by Councillor Neale Gibson

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) notes that it is Labour Party policy to give greater freedom to empower local authorities to decide which bus service best suits local needs – by giving councils the power to form their own bus companies by removing the Government’s ban, and extending the powers to re-regulate local bus services - and require all new buses to meet stringent low-emission requirements;
- (b) recognises that when signing the Sheffield Bus Partnership agreement in 2012, it was the only realistic option on the table and was better than the alternative of doing nothing, however, acknowledges that the Bus Partnership does not give control over bus services in the same way that re-regulation does;
- (c) therefore welcomes the fact that the Council voted to support the Sheffield City Region Devolution Deal in 2016 which was necessary to secure bus re-regulation;
- (d) recognises that control of the bus service is one of the powers available to the Sheffield City Region Mayor, and recalls that the opportunity to re-regulate bus services in the city was one of the reasons why this Council agreed to support the devolution deal;
- (e) therefore calls on the Sheffield City Region Mayor to bring forward re-regulation of the bus service; and
- (f) notes, however, the success of the Partnership, even in the absence of re-regulation, including, but not limited to:-
 - (i) the introduction of 117 greener and low emission buses;
 - (ii) successful work on cross ticketing;
 - (iii) the introduction of a new service to the advanced

manufacturing park from the north of the city;

- (iv) the cost of city bus day and weekly tickets being lower today in 2018 than they were in 2015; and
- (v) investment in modern technology, such as contactless ticket technology , USB ports and Wi-Fi.

2. Amendment to be moved by Councillor Ian Auckland, seconded by Councillor Penny Baker

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

- (g) notes that the Sheffield Bus Partnership is a voluntary agreement between South Yorkshire Passenger Transport Executive (SYLTE), Sheffield City Council and the bus operators First South Yorkshire, Stagecoach Sheffield, TM Travel and Sheffield Community Transport;
- (h) notes it aims to provide a better coordinated network of buses and trams in Sheffield, making it easier to travel around the city;
- (i) notes that in the presentation to the Economic and Environmental Wellbeing Scrutiny and Policy Development Committee in October 2018, SYLTE's future steps do not include a commitment to increase passenger numbers;
- (j) notes the Partnership has failed in its central purpose to grow bus passenger numbers;
- (k) believes that the extent of cuts to concessionary travel and service support have proved to be un-necessary;
- (l) notes the recent Sheffield Bus Partnership report that stated that passenger numbers were down due to changes in employment patterns, reduced need to travel and an increase in online shopping;
- (m) believes that this is not the case and that passenger numbers are down due to:-
 - (i) service cuts and the lack of services available to the general public;
 - (ii) recent extortionate fare increases, which are forcing people to use their cars over public transport as a cheaper and more accessible option; and
 - (iii) a lack of public confidence in the reliability of the bus service, which is also contributing to decreasing passenger numbers; noting that punctuality of bus services has reduced, down to

84% from 87% over the past three years;

- (n) is concerned that increased car use will add to air pollution in the city centre if fewer people are using more energy efficient bus services;
- (o) is also concerned that cuts to bus services are preventing people from getting to work, school, run errands and attend medical appointments;
- (p) is dismayed that elderly residents in Wincobank are being forced to climb up and down one of Sheffield's steepest streets to get to their nearest bus stop after their usual accessible service was cut;
- (q) notes that under the Bus Services Act 2017, automatic access to bus franchising powers is given to the Sheffield City Region Mayor, as a directly elected mayor of a combined authority, and could be used to improve bus services; and
- (r) resolves to:-
 - (i) support the introduction of a statutory bus quality contract in Sheffield;
 - (ii) at the earliest practicable time, give notice to terminate Sheffield City Council's membership of the Sheffield Bus Partnership; and
 - (iii) send copies of this motion to all the other parties to the Bus Partnership Agreement.

3. Amendment to be moved by Councillor John Booker, seconded by Councillor Jack Clarkson

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

- (g) notes there are twelve local authority-run bus companies in the UK and they provide some of the best bus services in the country, with local authority-run bus companies, like Reading Buses and Nottingham City Transport, having won bus operator of the year many times over the last seven years, and believes that, looking at the stated objectives of the Bus Services Bill, of increasing passenger numbers and improving quality, it is clear that council-run bus companies are more than able to help achieve these objectives;
- (h) also notes that Nottingham and Reading have the second and third highest journey per head of population outside London;
- (i) contends that the Government has a commitment to localism and devolution, which is enshrined in the 2011 Localism Act which gave more power to councils to provide services; and

- (j) further contends that government legislation, which this Council believes to be obtuse and ideological, should not get in the way of effective service provision, and believes that a municipal bus service and integrated ticketing system that allows transfers between different transport modes with a single ticket valid for the complete journey would give Sheffield's commuters an efficient bus service they can be proud of.

ITEM OF BUSINESS NO.7 – NOTICE OF MOTION REGARDING “UNIVERSAL CREDIT”

4. Amendment to be moved by Councillor Sue Auckland, seconded by Councillor Richard Shaw

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

- (j) notes the Joseph Rowntree Foundation analysis that Universal Credit in its current form is likely to push around 300,000 people into poverty by 2020;
- (k) agrees with the Liberal Democrat leader, the Rt. Hon. Sir Vince Cable, MP, that the implementation of Universal Credit is wrong and the further roll out of Universal Credit should be paused to take time to fix the damaging design flaws which are pushing thousands of families into poverty;
- (l) notes that since 2015, £3 billion a year has been taken out of Universal Credit and that the recent announcement in the Chancellor's budget goes nowhere near addressing this shortfall and calls for all of the money to be put back;
- (m) believes that the Government are refusing to fix Universal Credit for “ideological reasons”;
- (n) calls for three specific changes to Universal Credit:-
 - (i) a reversal of the cuts to the work allowance, worth around £3bn a year, which the Joseph Rowntree Foundation analysis suggests would boost the budgets of 9.6 million parents and children, 4.9 million of them in working poverty, and take 300,000 people out of poverty;
 - (ii) improvements to Universal Credit for the 800,000 self-employed who will eventually claim the benefit; by extending the period before the “minimum income floor” cap kicks in, from 12 to 24 months; and averaging income over several months so that people are not penalised for fluctuating incomes (all at a cost of around £400m); and

- (iii) ending the benefits freeze a year early so that benefits are inflation proofed again (at an estimated annual cost of £1.6bn in 2019/20); and
 - (o) calls for Labour to join the Liberal Democrats in campaigning for the reform of Universal Credit, as the principles are right but the current system is wrong.
5. Amendment to be moved by Councillor Martin Phipps, seconded by Councillor Alison Teal

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

- (i) believes Universal Credit isn't working and cannot continue in its current form and that:-
 - (i) Universal Credit should be scrapped; and
 - (ii) Universal Basic Income should be trialled;
- (j) resolves to act compassionately to avoid punishing claimants who are awaiting Universal Credit payments, which unacceptably take at least five weeks; and
- (k) resolves to send a copy of this Motion to the Secretary of State for Work and Pensions, and the Prime Minister.

ITEM OF BUSINESS NO. 9 – NOTICE OF MOTION REGARDING “DELIVERING A BETTER BUS SERVICE FOR SHEFFIELD RESIDENTS”

6. Amendment to be moved by Councillor George Lindars-Hammond, seconded by Councillor Jackie Satur

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) agrees with comments from former Liberal Democrat Minister for Transport, the Rt. Hon. Norman Baker, that the Sheffield Bus Partnership Agreement was, at the time, “good news for the City”; and that the partnership directly led to the exclusive Better Bus Area grant of £18.3 million to further improve Sheffield's bus offer just a year later;
- (b) notes that the recent Bus in Crises report found that, nationally, bus services are under sustained pressure, with council funding almost halved since 2010;
- (c) further notes that budgets to subsidise routes were reduced by

another £20m last year and 188 services were cut, according to the Campaign for Better Transport, and that local authorities across England and Wales had taken £182m away from supported bus services over the decade, affecting more than 3,000 bus routes;

- (d) believes that councils had been put in an impossible position due to actions from successive governments since 2010 and the resulting funding squeeze;
- (e) notes that South Yorkshire transport activity is principally resourced through a Levy contributed by the four districts and that, as partners' budgets have come under increasing pressure, the Levy has been reduced, noting that since April 2010, the Levy across South Yorkshire has fallen by £38.9m (41% down) from £94.7m to £55.8m for the financial year 2018/19, and further notes that Sheffield Liberal Democrat councillors supported these reductions;
- (f) recalls the formation of the Coalition Government in 2010 and the onslaught of cuts that Sheffield has suffered from, which were wholly unopposed by the local Liberal Democrat Group, despite all the evidence that showed the damage they were doing to Sheffield;
- (g) notes that despite these unprecedented cuts, which this Council believes were politically motivated, the Partnership has helped to ensure that city bus day and weekly tickets are still lower today in 2018 than they were in 2015, and that operators have invested heavily in modern technology, such as contactless ticket technology on almost every bus, free wifi, and USB ports in the new vehicles and the introduction of 117 greener and low emission buses;
- (h) recognises that control of the bus service is one of the powers available to the Sheffield City Region Mayor, and recalls that the opportunity to re-regulate bus services in the city was one of the reasons why this Council agreed to support the devolution deal; and
- (i) therefore calls on the Sheffield City Region Mayor to bring forward re regulation of the bus service.