

SHEFFIELD CITY COUNCIL

COUNCIL MEETING – 20TH JULY 2022

List of Amendments received by the Chief Executive

ITEM OF BUSINESS NO. 6 – NOTICE OF MOTION REGARDING “GUARANTEEING NO MORE BUS SERVICE CUTS AND NO MORE FARE INCREASES”

1. Amendment to be moved by Councillor Tom Hunt, seconded by Councillor Fran Belbin

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

- (j) notes that the Sheffield Bus Partnership was, effectively, the only option at the Council’s disposal at the time to bring bus operators and transport authorities together, and that, for all of this Partnership’s failings, it did deliver reduced fares and more local control over input into the routes and delivery of the bus operations than would have been achieved by simply doing nothing;
- (k) recalls comments by former Liberal Democrat Transport Minister, Norman Baker, "The Sheffield Bus Agreement is good news for the city and shows what can be achieved when local councils, bus operators and transport authorities work together for the benefit of passengers. This partnership will transform passengers’ experience by making bus travel easier and cheaper" and recalls that the Liberal Democrats in government favoured pursuing the Bus Partnership Agreement, rather than providing local authorities with the means and finances to run their own services;
- (l) notes that the Bus Partnership Agreement is no longer in existence, having been replaced by the South Yorkshire Enhanced Partnership – which unlike the previous voluntary agreement has more statutory influence - and that this was only agreed in March 2022 and launched under the new Mayor in June 2022, bringing together the new South Yorkshire Mayor, all South Yorkshire Local Authority Leaders, and representatives from bus operators; and
- (m) notes that the process to begin franchising is underway, something councillors from across the chamber have called for, but that the process will take approximately 18 months and believes that at present the enhanced partnership is currently the best course of action available to influence bus operators, and that it would be a terrible decision for Sheffield to be the only local authority without a voice and influence within this partnership.

2. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Bernard Little

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

- (j) believes that politicians across South Yorkshire have undermined public transport for many years by promoting individual car use, through providing free or low-cost car parking in town / city centres, ineffective and insufficient parking enforcement and active opposition to improvement measures like bus lanes or residents' parking schemes;
- (k) regrets the lack of ambition set out in the Bus Service Improvement Plan submitted to the Government by the South Yorkshire Mayoral Combined Authority and in particular that "success" would have meant fewer people using buses in the future;
- (l) notes that bus operators are commercial companies and are not primarily there to provide a public service; and therefore believes in a need for public ownership and control of buses;
- (m) believes that public transport is an equality issue, as only 35% of the population in the bottom 10% of wealth own a car, whereas 93% of the top 10% own at least one;
- (n) notes that Yorkshire and Humberside already gets only £500 per head of population spent on transport compared with £1,476 for London (in 2020/21) and believes that the Government cannot be serious about "levelling up" until it guarantees equal funding; and
- (o) however, recognises that this Council must do what it can to support as many buses on as many routes as it can and therefore requests the Transport, Regeneration and Climate Policy Committee to consider using all the levers at its disposal to make public transport more attractive than private cars, including:-
 - (i) advertising to promote public transport usage, in particular aimed at those who do not routinely use buses and including through the universities;
 - (ii) lower fares, multi-operator tickets and tap-on technology as standard;
 - (iii) measures for multi-modal travel, including bikes on trams;
 - (iv) higher parking fees for private car ownership;
 - (v) more priority routes for buses and trams;
 - (vi) higher quality bus or tram shelters, and staffed bus/tram interchanges;

- (vii) more effective enforcement of illegal, selfish and dangerous parking that often goes unchecked;
- (viii) schemes such as an employer's workplace parking levy to reduce the perks of free parking and raise substantial sums to provide improved bus services, tram services and better walking and cycling infrastructure;
- (ix) allowing a reasonable increase in regulated taxi fares; and
- (x) encouraging innovative neighbourhood community hub bus services that serve local shopping areas.

ITEM OF BUSINESS NO. 7 – NOTICE OF MOTION REGARDING “SECURE, CONNECTED, RESPECTED NEIGHBOURHOODS”

3. Amendment to be moved by Councillor Mike Levery, seconded by Councillor Penny Baker

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

- (d) believes that removing Covid-related bus support funding entirely while passenger numbers have still not recovered to pre-pandemic levels will inevitably lead to severe reductions in service levels across the whole country, and the Government needs to rethink if people are not going to go back to using cars, and if we are to meet climate change targets;
- (e) believes that the Sheffield Bus Partnership has failed the citizens of Sheffield by not improving services and keeping fares low which has led to:-
 - (i) cuts to services available to the general public;
 - (ii) extortionate fare increases, 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 83% from 87% over the past five years, whilst reliability is at its lowest rate in years;
- (f) 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 and that cuts to bus services are preventing people from getting to work, school, running errands and attending medical appointments;

- (g) further notes that London, which was not subject to bus deregulation in 1986, has seen decade upon decade increases in bus patronage and mileage;
- (h) notes that, under the Bus Services Act 2017, the South Yorkshire Mayoral Combined Authority has the power to enact bus franchising and that this was agreed in the original 2015 Sheffield devolution deal;
- (i) believes that bus franchising will be a long-term solution to these problems, allowing bus operators and local authorities to work collaboratively to improve bus services and realise untapped growth potentials in regional and rural areas;
- (j) resolves to:-
 - (i) call on the Council's and Regional Authority's leaderships to protect passengers from further fare increases, cuts to routes and unreliable services by using any available means, which could include, but not necessarily be limited to:-
 - (A) giving notice to immediately terminate the Bus Partnership Agreement;
 - (B) enlisting the full support of South Yorkshire Mayoral Authority;
 - (C) an active media campaign; and
 - (D) a review of existing bus priority measures in order to deliver a more reliable, greener and efficient bus service;
 - (ii) support the introduction of a statutory bus quality contract in Sheffield;
 - (iii) send copies of this motion to all the other parties to the Bus Partnership Agreement;
- (k) believes that alongside the strategic long term problems with buses in our city there are a number of smaller, simpler issues that need to be resolved in order to give Sheffield the best possible bus and mass transit services, and these include:-
 - (i) improving the accuracy of real time information signage at bus stops;
 - (ii) making sure every bus stop accurately identifies the buses that stop there, and has accurate timetables physically displayed; and
 - (iii) linking trams to buses at terminals as part of making sure that all of Sheffield's mass transit services link together to provide a properly integrated service;

- (l) notes with dismay the recent violent crime and serious incidents, on public transport, and around the city as a whole;
- (m) notes the on-going work the Council is undertaking to develop a robust city-wide protocol and process to ensure all relevant partners (such as the police, Police and Crime Commissioner, social services and the voluntary and community sector), Council staff and Councillors, are aware of serious incidents in a timely manner; and
- (n) notes the work being undertaken by the Safer Sheffield Partnership Board to develop a clearly defined Community Safety Incident Protocol as quickly as possible.

4. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Bernard Little

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

- (l) believes that politicians across South Yorkshire have undermined public transport for many years by promoting individual car use, through providing free or low-cost car parking in town / city centres, ineffective and insufficient parking enforcement and active opposition to improvement measures like bus lanes or residents' parking schemes;
- (m) regrets the lack of ambition set out in the Bus Service Improvement Plan submitted to the Government by the South Yorkshire Mayoral Combined Authority and in particular that "success" would have meant fewer people using buses in the future;
- (n) notes that bus operators are commercial companies and are not primarily there to provide a public service; and therefore believes in a need for public ownership and control of buses;
- (o) believes that public transport is an equality issue, as only 35% of the population in the bottom 10% of wealth own a car, whereas 93% of the top 10% own at least one;
- (p) notes that Yorkshire and Humberside already gets only £500 per head of population spent on transport compared with £1,476 for London (in 2020/21) and believes that the Government cannot be serious about "levelling up" until it guarantees equal funding; and
- (q) however, recognises that this Council must do what it can to support as many buses on as many routes as it can and therefore requests the Transport, Regeneration and Climate Policy Committee to consider using all the levers at its disposal to make public transport more attractive than private cars, including:-

- (i) advertising to promote public transport usage, in particular aimed at those who do not routinely use buses and including through the universities;
- (ii) lower fares, multi-operator tickets and tap-on technology as standard;
- (iii) measures for multi-modal travel, including bikes on trams;
- (iv) higher parking fees for private car ownership;
- (v) more priority routes for buses and trams;
- (vi) higher quality bus or tram shelters, and staffed bus/tram interchanges;
- (vii) more effective enforcement of illegal, selfish and dangerous parking that often goes unchecked;
- (viii) schemes such as an employer's workplace parking levy to reduce the perks of free parking and raise substantial sums to provide improved bus services, tram services and better walking and cycling infrastructure;
- (ix) allowing a reasonable increase in regulated taxi fares; and
- (x) encouraging innovative neighbourhood community hub bus services that serve local shopping areas.

ITEM OF BUSINESS NO. 8 – NOTICE OF MOTION REGARDING “PRIDE IN SHEFFIELD”

5. Amendment to be moved by Councillor Ben Miskell, seconded by Councillor Jayne Dunn

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

- (l) (i) notes that the current climate for LGBT+ people in the UK means that nearly half - including 64 per cent of trans pupils - are bullied for being LGBT+ in Britain's schools;
- (ii) further notes that the repeal of Section 28 was a pivotal moment for LGBT+ rights, and believes that the UK must never move backwards on LGBT+ rights by stopping LGBT+ inclusive education in schools;

- (iii) notes that people of all faiths and none are LGBT+ and it is vital that all children receive age-appropriate inclusive relationships and sex education, regardless of their parents' beliefs;
- (iv) welcomes the introduction of statutory Relationships Education and Relationships and Sex Education (RSE), which all primary and secondary schools in England are now required to teach; and
- (v) affirms unequivocally its support for compulsory LGBT+ inclusive Relationships Education and Relationships and Sex Education in all state funded primary and secondary schools, and commits to ensuring that schools are delivering RSE in line with new Government guidance, supported by teaching material already produced by Learn Sheffield;
- (m) (i) calls on all employers in Sheffield to create workplaces free from LGBT+ harassment;
- (ii) further notes that the TUC's report on sexual harassment of LGBT people in the workplace reports that nearly 7 in 10 (68%) LGBT+ people have been sexually harassed at work;
- (iii) welcomes the vital work carried out by trade unions to organise LGBT+ workers in the workplace to campaign for their rights; and
- (iv) affirms that workplaces that are trade unionised are more likely to support the human rights of workers;
- (n) (i) notes that 2022 marks 40 years since the first cases of HIV were reported globally;
- (ii) further notes the progress that had been made through the tireless and tenacious efforts of people affected by HIV, HIV activists, allies, and people living with HIV, which has taken us to the point where it is now scientifically possible to end new HIV transmissions in the UK;
- (iii) affirms that this Council wants to see an end to new HIV transmissions in Sheffield;
- (iv) notes that the UK Government has pledged to make this a reality by 2030 and achieve an 80% reduction in new HIV transmissions by 2025; and
- (v) calls on the Government to make good on this promise; and
- (o) (i) is disappointed by the divisive rhetoric used by candidates for the leadership of the Conservative Party and future Prime Minister when discussing transgender and non-binary people;
- (ii) believes that this rhetoric fuels transphobia and prejudice against LGBT+ people; and

(iii) affirms that this Council unequivocally supports transgender and non-binary people.

6. Amendment to be moved by Councillor Angela Argenzio, seconded by Councillor Martin Phipps

That the Motion now submitted be amended by:-

1. the replacement throughout the Motion of all the references to LGBTQ+ by LGBTIQA+;
2. the addition of a new paragraph (a) as follows, and the re-lettering of original paragraphs (a) to (k) as new paragraphs (b) to (l):-
 - (a) requests the Chief Executive to consider adopting the term LGBTIQA+ within the Council and replacing all existing references in other forms;
3. the addition, in the new paragraph (j) [original paragraph (i)], of new sub-paragraphs (vii) and (viii) as follows:-
 - (vii) community learning being about building community and confidence and voluntary and community organisations are often the best placed to offer the safe spaces that are so important; and
 - (viii) the commissioning of community based learning to support LGBTIQA+ people when coming out and at all points along their journey;

ITEM OF BUSINESS NO. 9 – NOTICE OF MOTION REGARDING “EXPANDING ON-STREET ELECTRIC VEHICLE CHARGING INFRASTRUCTURE”

7. Amendment to be moved by Councillor Julie Grocutt, seconded by Councillor Bryan Lodge

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

- (j) notes that the UK has only 15% of the charging points it needs to meet net zero – and believes that government inaction is creating a two-tier transport Britain;
- (k) notes that in June 2021 Parliament’s Select Committee on Climate Change, found that there needs to be over 150,000 public charging points operating in our country by 2025, and yet the Government is

currently trailing way behind at around 42,000 public charging points overall, itself an increase of less than 20,000 in the last 12 months, therefore way off the target required;

- (l) notes that, unlike this Government, the Labour Party has a plan to support people across the country to make the switch to electric, aiding the country's transition to net zero, by:-
 - (i) making electric vehicle ownership affordable by offering long-term interest-free loans for new and used electric vehicles to those on low to middle incomes to remove the upfront cost barrier; and trialling a national scrappage scheme;
 - (ii) making it easier for people to drive an electric vehicle, wherever they live, by accelerating the roll-out of charging points on streets and targeting areas left out, such as Yorkshire; and
 - (iii) committing to charging points being treated as a national infrastructure project, led by central government through a National Infrastructure Bank and by working with local authorities; and
- (m) notes that the Council's Leader and Co-Chairs of the Transport, Regeneration and Climate Policy Committee are meeting with the Mayor and SYMCA to develop increased EV charging infrastructure, and the Council is currently developing an Electric Vehicle Strategy, which will be submitted to the Committee shortly, and will be bidding for the Local Electric Vehicle Infrastructure (LEVI) Fund for pilot status, with the scheme delivering additional public EV charging infrastructure.

8. Amendment to be moved by Councillor Tim Huggan, seconded by Councillor Joe Otten

That the Motion now submitted be amended by:-

- 1. the deletion of paragraph (e) and the addition of new paragraphs (e) and (f) as follows:-
 - (e) further notes that with only 23.4 charging points in total per 100,000 people according to Department for Transport figures, Sheffield lags behind the national average of 45.8;
 - (f) believes that in order to give confidence to more people without the ability to install a domestic charger that they will be able to conveniently fuel and run an EV, there is a need for substantial provision of publicly accessible charging at reasonable prices in residential areas, at workplaces and in the city centre and district centres;

2. the re-lettering of original paragraphs (f) and (g) as new paragraphs (g) and (h).
3. the addition of a new paragraph (i) as follows:-
 - (i) regrets the lack of government leadership so far in co-ordinating a national roll out of on-street charging, and believes there has been a lack of Council ambition hitherto in providing sufficient public charging to drive take up;
4. the re-lettering of original paragraphs (h) and (i) as new paragraphs (j) and (k).
5. the re-lettering of sub-paragraphs (iii) and (iv) in the new paragraph (k) [original paragraph (i)] as new sub-paragraphs (iv) and (v), and the addition of new sub-paragraphs (iii) and (vi) as follows:-
 - (iii) learning from best practise in other places and finding innovative ways to overcome some of the practical and regulatory obstacles to on-street charging, recognising that different areas face different challenges, so that residents of all areas of Sheffield are able to run an electric vehicle (levelling up);
 - (vi) ensuring that energy available through such charging infrastructure whether developed and managed publicly or privately is made available at reasonable prices, covering the cost of energy and infrastructure investment, and where applicable a reasonable profit margin, ensuring that EVs remain generally considerably cheaper to fuel than internal combustion engine vehicles.

9. Amendment to be moved by Councillor Ruth Mersereau, seconded by Councillor Paul Turpin

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

- (j) notes that whilst electric vehicles do address some issues of air quality, they do nothing to address congestion, road danger from vehicles, harmful emissions from tyres and brakes, and on-street vehicle storage;
- (k) notes that ownership of any type of vehicle is skewed towards wealthier households, and believes that the Council should be prioritising its subsidies to those who can't afford to own a vehicle, and that, for greater transport equity, we must ensure that our EV policy fits within a wider transport objective of maximising active travel and public transport usage, whilst minimising private vehicle usage, especially for routine and regular trips;

- (l) notes that EV ownership is even further skewed towards those with higher incomes who can afford electric vehicles;
- (m) believes that Sheffield streets already have issues with lack of space for car parking, limited footway space, illegal parking and congestion; and
- (n) therefore requests the Transport, Regeneration and Climate Policy Committee to give consideration to the following measures:-
 - (i) resisting any scheme that effectively reserves parking spaces outside people's homes, and instead supporting publicly available, high speed charging infrastructure;
 - (ii) proposing that policy should be to develop reliable public charge points in public car-parks, supermarkets, neighbourhood hubs and other publicly available spaces;
 - (iii) proposing that current Sheffield City Council EV charging points be made accessible to the public as well as to taxis, to increase usage and revenue generation;
 - (iv) proposing that the usual Pay & Display fees associated with Sheffield City Council car parks should apply to EV charging bays where appropriate, so that drivers pay for charging and parking concurrently, as is the case in other core cities; and
 - (v) proposing that the Council look to learn from other local authorities, e.g. York City Council, who are further down the road with the development of their EV policy.

This page is intentionally left blank