

## CITY OF SHEFFIELD

### METROPOLITAN DISTRICT

#### MEETING OF THE CITY COUNCIL – 2<sup>ND</sup> NOVEMBER 2022

#### COPIES OF QUESTIONS AND ANSWERS THERETO

#### *Questions of Councillor Douglas Johnson to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Terry Fox)*

**Q.1 Investment Zones were a flagship policy of the (now sacked) former chancellor and the discredited former Prime Minister. What parts of this Tory deregulation did you find most attractive when signing off your support for Investment Zones in Sheffield?**

A.1 Investment Zones have the potential to offer a range of economic and regulatory proposals that could support growth and investment in Sheffield. They are a new initiative and as such, guidance on their development and implementation is still being developed by government. Once the full range of economic and regulatory measures is properly understood, SCC will be in a better position to be able to assess whether the proposed measures offer opportunities to support Sheffield's growth and investment aspirations.

We were very clear with government that after a decade of austerity we would welcome efforts from them to actually level-up our region, and to help us deliver secure, sustainable, connected neighbourhoods, and create the high-skilled, high-waged dynamic local economy we aspire for.

However, economic growth where the benefits are reaped only by large corporations and developers does not help bring about the inclusive economic revival we are striving for, nor provide the blueprint for long-term economic renewal needed.

We agree with Government's stated ambition for Investment Zones to boost growth and welcome further conversations, but this must not come at any cost, however, and the new Investment Zones must help us to deliver on the clean growth our area and communities deserve.

As such we were very clear with government that we would not sacrifice any of our development standards, or dilute any Environmental protection. With existing ecological and wildlife protection not undermined in any way, nor any outcomes which will harm the city's goal of reaching net zero by 2030.

Furthermore, Investment zones should champion community involvement and deliver areas people want to live and work in. They must not be top down, prescribed areas, focused solely on fast tracking construction and infrastructure, they should be sustainable communities with shared economic prosperity and meet local needs. It is a key political priority of ours to deliver secure, connected, respected, neighbourhoods. Investment Zones must help strengthen, and not detract, from this ambition.

It is worth noting that Liz Truss's government indicated that the new Investment Zones may be the only available avenue to draw down any 'levelling-up fund' and whilst the Green Party may be happy to refuse to even enter into discussion to see what funding is available, we believe that this would be a huge mistake.

We laid down clear red lines with government, but of course we are seeking to find what additional opportunities this may provide. We believe this is what Sheffield residents would expect of us.

**Q.2 Investment Zones are designed to circumvent controls achieved through planning permission and have been condemned by a range of expert wildlife and climate change charities across the country. What sites have been identified as potential investment zones in Sheffield?**

A.2 A written answer will be provided.

**Q.3 Where do you consider any further decision on whether or not we pursue Investment Zones should be made?**

A.3 Once SCC has had the opportunity to fully assess emerging government guidance on Investment Zones, and how the measures proposed could be applied to support Sheffield's growth and investment priorities, whilst not undermining any of our red lines, officers/Members will be a better position to be able to determine whether the council should continue its involvement in the initiative. Officers have not yet received a clear timeframe on when a response to the MCA's Expression of Interest will be received from Government.

**Questions of Councillor Roger Davison to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Terry Fox)**

At the last full council meeting, I asked the below question:

**Q.4 - What is the future of the Lodge in Graves Park (Charles Ashmore Road entrance)?**

**A.4 - Currently vacant awaiting further information on long-term parks asset repair costs to help influence stock requirements**

**As a follow up to this question, please provide the following:**

**Q.1 How long has Graves Park Lodge (Charles Ashmore Road) been vacant?**

A.1 The lodge was vacated on 13<sup>th</sup> October 2021 - 12 months.

**Q.2 What rental income might the lodge be expected to achieve (with or without duties attached)?**

A.2 The current rental value for this property would be in the region of £895 - £925 per calendar month (£10,740 - £11,100 per year).

The anticipated rental income with lodge duties attached would be approx. £257 per calendar month (£3,080.81 per year).

The recent lodge review was undertaken to assess how lodge use and rents across Parks and Bereavement Services could be amended to maximise income and improve service offers, including opportunities to charge market rents where duties may not be required as they previously have been.

**Q.3 What exactly is the issue with “repair costs” to influence stock requirements?**

A.3 Investment programmes are decided using three main factors: condition information, corrective action to achieve compliance and escalated day to day repairs to mitigate health and safety risks. Based on the latest data a programme of works linked to the available budget will be recommended to Finance Sub Committee for approval – likely date of January.

Each Park requires an Asset Management Plan, officers are working on a format using Graves Park as a trial, this information will support stock decisions.

**Q.4 Whose “stock requirements” is this answer referring to?**

A.4 Parks.

**Q.5 Are the repair/maintenance costs referred to being charged to the Charity?**

A.5 Not currently.

**Question of Councillor Sue Auckland to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Terry Fox)**

I have been approached by several constituents asking that the Council undertakes the following due to the climate emergency declaration: -

***“To review its Advertising Concession Agreement[s] immediately, to investigate the possibility of amending the current set of prohibitions and restrictions during the term of the agreement to include products that contribute to climate change and air pollution.***

***If the above is not possible, to begin work on a new policy, to take effect when the Advertising Concession Agreement is next renewed.***

***To implement a Low Carbon Advertising Policy as part of the council's planning policies, to apply to bus stops, billboards and advertising spaces in the city within the jurisdiction of the local planning area.”***

**Q. Will the Chair seek agreement to incorporate consideration of the above, as appropriate to the work programme of the Committee?**

**A.** We agree that climate impacts need to be considered and that a fresh and robust advertising policy is needed.

This work is already underway, with a group of officers working on a new draft advertising and sponsorship policy that supports Council commitments in areas such as climate, public health, and equalities. This new policy will be applied to existing advertising and sponsorship contracts where amendments legally and feasibly allow.

This new policy will need to be seen and agreed by Members and we are expecting to receive a draft of this early next year. It will set out a consistent set of standards that have the environment and health of the city at its heart.

This policy will be three-fold, considering:

- The Council as an advertiser or sponsor
- The Council as an owner of an advertising platform or sponsorship opportunity which an external individual, group or organisation may wish to take up
- The Council's sub-contracted and commissioned services

It is wide-ranging and it is important we get this right – we expect this to move swiftly in 2023.

**Question of Councillor Alexi Dimond to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Terry Fox)**

**Q. Sheffield City Council now runs as a committee system rather than a cabinet system. In order for committees to make effective decisions, all members of committees - especially deputy chairs, and group spokespeople, need to be fully briefed and able to attend Committee meetings. Does the Leader think it acceptable that the co-chairs of the Transport, Regeneration and Climate Change Committee have added things to agendas which committee members have not been briefed on and officers have not prepared papers for?**

A. I think this is completely acceptable and the Chairs' role as the agenda setter is clearly defined within the constitution. All committee members should have sufficient knowledge and information to help them to be effective in their role and make properly informed and sound decisions. A programme of training is offered to members and any decisions that Committees are recommended to take must be accompanied by a Report setting out all of the relevant information that the Committee need to take that decision.

Policy Committee Work Programmes are brought to each Policy Committee meeting for the Committee's consideration and discussion. A report about the work programmes shows all known, substantive agenda items for forthcoming meetings of the Committee, to enable the committee, other committees, officers, partners, and the public to plan their work with and for the Committee. Under the Constitution the Chair of a Committee does have specific roles in relation to agenda setting and so any proposed changes since a Committee's last meeting, including any new items, are only proposed after consultation with the Co-Chairs. However, the document, including the agenda for the upcoming committee meeting, is considered at the regular pre-meetings to which the Co-Chairs, Deputy Chair and all Group Spokespersons are invited. At the meeting, the Committee is asked to agree its work programme, including any additions and amendments, and Members are asked to consider any further issues to be explored by officers for potential addition to the work programme and are informed of referrals from Council and or other Committees and asked to agree responses to them.

The Transport, Regeneration and Climate Policy Committee held a work programme planning meeting on 26 October 2022 to which all Committee Members were invited.

**Questions of Councillor Minesh Parekh to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

- Q.1** What work has the Council done to consider ways it can support the development of new housing co-operatives?
- Q.2** Does the Committee Chair agree that our housing crisis is a crisis of ownership, and that supporting the development of new housing co-operatives in Sheffield would help make housing more affordable in the city by shifting the balance of power away from private ownership?
- Q.3** Will your Committee resolve to work to scale up co-operative housing in the city?

A. Work has taken place in the past regarding the setting up of co-operatives and this required significant investment. The recommendation as part of this work was not to take this forward as the Council now has a much improved relationship with RP's (housing associations) and the private-rented sector in the city.

They can secure external funding and have agreed to focus on new supply for affordable homes at the same time as the Council is continuing to deliver on its Stock Increase Programme Commitments.

The housing crisis is a lack of secure and affordable housing. Ownership in itself does not necessarily provide security due to many factors including rising house prices, rising living costs, the difficulty of getting an affordable mortgage and job insecurity. If anything, it is the obsession with ownership by successive Labour and Conservative Governments that has meant we have less social housing due to the right to buy. House price inflation has bizarrely been regarded as a good thing while making home ownership unaffordable to millions, particularly young people. Housing Co-ops are one way of addressing the housing crisis but so is abolishing the Right to Buy, which helps make the case for building more social housing stronger.

For Housing Co-ops in particular, I would like to propose that the Council allocates some land in the Local Plan for self-build housing co-operatives to help kick-start the sector. Other councils such as Brighton & Hove City Council have done this. Will Labour back me in this proposal?

**Questions of Councillor Sophie Thornton to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q.1** What was the average waiting time for a council house repair issue to be resolved over the last three months? What was the longest wait?

A.1 The average waiting time for a Council house repair issue to be resolved for each of the last three months is as follows:

Month	Average Days to Resolve
July	20.20
August	23.34
September:	25.04
July to September inclusive	22.85

The target time to complete a routine repair is 25 days

The increased waiting times reflect seasonal increases in repairs being reported as we move into autumn. The Service is continuing to prioritise Emergency, Urgent, Fire Safety Repairs, Voids and Gas Servicing whilst continuing to recover our planned repairs backlogs with our supply chain subcontractors. The response times for these types of repairs is therefore improving.

However, the availability of suitable contractors, skilled trades people and some materials is proving challenging in the present climate and the response time for the smaller, less urgent repairs has unfortunately worsened over the last few months. The service is looking at urgent actions to address this.

The longest wait is 795 days for a Low-Rise Block Fire Safety Repair. The repairs service has attempted to gain access 8 times and the property is now in the formal access procedure for a legal process to be considered so that the work can be undertaken.

**Q.2 What was the average waiting time on the council house repairs phone line before answering each month in the last two months? What was the longest wait?**

A.2 The Contact Centre has seen an increase in calls over the last three months in line with the usual seasonal increase in calls relating to the repairs service:

Calls Received:

July	17,674
August	19,411
September	20,347

Average Waiting Time:

July	9 minutes
August	11 minutes
September	17 minutes

Longest wait:

July	1 hour 14 mins
August	1 hour 29 mins
September	2 hours 0 mins

The Contact Centre has increased its capacity to manage demand through cross skilling Advisors on the Housing and Repairs Contact Centre Strands. This has improved the speed with which calls are answered and the quality of service given. A webform is now in place for tenants to report any non-urgent repairs. This has resulted in improvements in October, with the average waiting time on 26<sup>th</sup> October 2022 being 7 minutes and 18 seconds.

**Q.3 What is the current number of outstanding or incomplete council house repairs?**

A.3 There are currently (as of 23rd October 2022) 14,038 logged repairs of which 6,193 are overdue.

The Service is continuing to prioritise Emergency, Urgent, Fire Safety Repairs, Voids and Gas Servicing whilst continuing to recover our planned repairs backlogs with our supply chain subcontractors. The backlogs for these types of repairs have therefore fallen over the last six months. However, the availability of suitable contractors, skilled trades people and some materials are still proving challenging in the present climate and the backlog for smaller, less urgent repairs has worsened over the last few months. The service is looking at urgent actions to address this.

**Q.4 What are the main budgetary pressures on the HRA?**

A.4 Principally those generated by the current economic climate nationally – an increase in borrowing costs, inflationary pressures on materials and construction costs, increases in energy and fuel along with pay pressures. Others are local pressures including an increase in disrepair claims from tenants and rent loss from vacant properties.

In addition, the government's proposed rent cap will further constrain the resources available to provide services to tenants. My estimate is a potential loss of £12m to Sheffield City Council housing this year. The Government's proposal is also a significant cut to housing provided by other social landlords.

Full details of these pressures will be provided in a report to the Housing Policy Committee on 10th November 2022.

**Q.5 Has the collapse of Avonside Roofing contributed to the HRA's budgetary pressure, and if so by how much?**

A.5 There are no indications at this point that this is the case. However, as a new procurement will be required to deliver the roofing to the remaining properties originally included in the contract, there may be some construction industry inflationary impacts going forward on the capital programme.



**Q.6 What measures are currently being considered to achieve the required £21m savings for the HRA?**

A.6 A number of mitigations are being considered to address the required savings. These include reductions in some services, a review of staffing numbers, sale of assets, increased service efficiency, and increases in some fees and charges. There are two significant unknown factors that the Housing Policy Committee will need to consider when considering how to achieve the required savings for the HRA. The government have recently consulted on an amendment to the Rent Standard which may restrict the Council's ability to set rent (and therefore income) levels independently. If a 'cap' is introduced nationally then this could increase the savings required by the Council. The second factor is an outcome of the national pay agreement for local government staff. A detailed report will be presented to the Housing Policy Committee on 10th November 2022.

**Q.7 How many Council housing residents are currently in temporary accommodation due to maintenance issues at their primary residence?**

A.7 As of 9th September 2022, we have 28 tenants who are not in their primary homes due to property related issues. When a tenant is unable to remain in their home due to property condition, our priority is to find them another Council property for a temporary period, this is known as a 'decant.' The tenant will stay in the decant until their primary home is repaired and then they would return. Occasionally we do not have decant properties that meet an individual or family's needs, this could be due to moving a large household or a tenant with disabilities. In those circumstances we may use temporary accommodation such as hotel rooms or other private accommodation.

**Q.8 How many void properties have been repaired and made fit to let over the last three months?**

A.8 The repairs Service have prioritised Void repairs and made 872 fit to let over the last three months.

**Q.9 How many void properties are currently awaiting repairs to be made fit to relet?**

A.9 There are currently 350 Void properties with the Repairs Service; a reduction from 532 in April.

**Questions of Councillor Mike Levery to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q.1 What is the current percentage of void council properties and what is the target?**

A.1 The percentage of stock which is void is currently 2.2%. However, the corporate target is percentage void loss which is based on the total collective rent lost not the percentage of properties empty. The current target is 1.7% and performance at the end of September 2022 is 2.46%. An improvement plan for Housing and, Repairs is in place to reduce this % to its target. Further details on this will be included in the 10th November 2022 Housing Policy Committee HRA report.

**Q.2 What is the timescale to achieve the target?**

A.2 It is anticipated that the 1.7% void loss target will be hit in Quarter 1 of 2023/24.

**Q.3 How many additional Council houses will be freed up through achievement of the target?**

A.3 An additional 250 council houses will be made available by hitting the 1.7% void loss target.

**Q.4 How many Council houses, on a monthly basis since April 2022, have been available to let?**

A.4 The average number of Council houses per month which have been available to let is 350.

**Q.5 How many residents are on the bidding list for council properties?**

A.5 There are currently 21,175 households on our housing register, of which 10,359 have placed at least one bid in the last 12 months.

**Q.6 How many of those are in a priority band?**

A.6 966 out of the 21,175 on our housing register are in our priority bands A-C.

**Q.7 What is the average time for customers actively bidding on a priority band to get a council house?**

A.7 80 days.

**Q.8 In the first six months since April 2022, how many priority band bidders have gone into emergency accommodation?**

A.8 651

**Q.9 What is the average time for families in emergency accommodation to get a council house?**

A.9 226 days. When a customer makes a homeless application the Housing Solutions Officer must assess whether the customer is eligible for assistance and threatened with homelessness or homeless. If eligible and threatened with homelessness within 56 days the Council accepts a duty to take reasonable steps to prevent homelessness. A personal housing plan is agreed and the priority is to keep someone in their home where safe to do so. If we cannot prevent homelessness, reasonable steps are taken to relieve homelessness which is a 56 day duty, to find suitable alternative accommodation. If a household is roofless and they are in priority need, temporary accommodation is offered. If, after 56 days, we still have not secured accommodation for the household a legal decision has to be made on whether the council owes a main housing duty. In cases where there is a duty, a Band B priority is awarded and steps are made to offer accommodation, which could be social housing, supported accommodation or private rented.

**Questions of Councillor Sue Alston to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q.1 How many people are currently waiting for an assessment of their housing needs from the Health and Housing team?**

A.1 700

**Q.2 What is the average (mean) length of wait and what is currently the longest wait for these assessments?**

A.2 Referrals are taking between 8 -12 weeks to be processed. They then may have to wait a further 8 -14 weeks to be contacted by the officer assigned. I am advised the longest wait is since May 2022.

**Question of Councillor Cliff Woodcraft to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q. Following complaints of cold from residents on the Westminster Estate, it was discovered that in both instances there was no cavity insulation present. What steps are you taking to ensure that the insulation on Council properties is up to standard?**

A. A small number of intrusive surveys were carried out recently on the Westminster Estate, which have highlighted that the installed cavity insulation is inadequate rather than not being present. Further investigations will need to be carried specifically for this estate including any specialist surveys utilising thermal imaging to identify if there are any further properties with similar issues. In terms of the remaining housing stock, energy performance surveys are undertaken to determine the energy efficiency of properties which include collating cavity and loft insulation data. Insulation works included in construction contracts must comply with building regulations as a minimum. Site inspections are also undertaken to validate any works undertaken.

The HRA has a plan to improve energy efficiency in homes so that all Council homes are at EPC C by 2030. This is included in the HRA BP (Housing Investment Capital programme). The Housing service has also secured millions of pounds of external Govt funding to support improving thermal insulation and energy performance in public and private homes, which is a priority for the Housing Service.

**Questions of Councillor Shaffaq Mohammad to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

**Q.1** How much has the Council spent to date on the container units on the top of Fargate and how much in total will be spent in this location?

A.1 £412,678. This funding was secured from Government.

**Q.2** How much income does the Council expect to receive from either the operator or tenants of the units while they are in Fargate?

A.2 The arrangement is a profit share so a forecast position isn't currently possible as trading has only just begun.

**Q.3** When will the containers be moved from Fargate and where will they be moved to?

A.3 The date is to be confirmed and is subject to the build arrangements as part of the future high streets fund. It will be early spring 2023. The next location will be within the City Centre. The location is subject to a commercial negotiation with a third-party so it is not currently possible to announce the new location.

**Q.4** How much will it cost the Council to move the container units to a new location and how long will that relocation take?

A.4 The relocation costs are covered within the approved spend of £446k. A programme is being finalised.

**Q.5** Which project or funding stream will used to fund the relocation of the container units?

A.5 Get Building Fund.

**Questions of Councillor Barbara Masters to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

Wood burning stoves have been promoted as environmentally acceptable for a number of years on the basis of wood being a renewable fuel. This has encouraged several households to have these installed.

**Guidance at present states appliances should not be giving off smoke but there is an understanding that there will be approximately 15 - 30mins of smoke possibly during the light up period of the fire. It is up to the homeowner to check that properly seasoned wood is being used. Under the provisions of the Clean Air Act, it would be a prosecution case put forward for emitting dark smoke. There are defences for this and if the homeowner shows that they are using the correct fuel for the appliance then this would be a defence and the case may not make it to court.**

**However, the fuel crisis is likely to see an increase in their use and the use of wood in open fires. Many users seem unaware that wood is still a carbon-based fuel and unless used properly can cause significant pollution.**

**Q.1 What monitoring is being carried out on the impact of domestic wood burners on air quality?**

A.1 Sheffield City Council currently conduct Air Quality Monitoring districtwide for pollutants associated from a number of emission sources including domestic combustion. Whilst National and Local monitoring / modelling is limited in isolating impact from Domestic Fuel burning due to a lack of data on how many and which properties have appliances installed, it is accepted that domestic wood burning is contributing to pollution concentrations within the district. Sheffield City Council are about to undertake a review of the council's Action Plan and Strategy around Air Quality, which will likely include consideration of domestic fuel combustion and improvement messaging / projects.

**Q.2 Is there any evidence showing a link between the use of wood burning stoves and respiratory illness, both nationally and locally?**

A.2 Awaiting response from Public Health. This will be provided as a written answer.

**Q.3 Given the known links between health and air quality, are there any proposals to publicise the importance of using wood burners correctly to reduce the release of pollutants?**

A.3 Undertaking of the review of Sheffield City Council's Action Plans and Strategy will include none transport emissions, of which domestic fuel burning is part. As part of this review, there certainly will be need for consideration of the most appropriate communications / projects on Wood Burning Stoves and how to reach target audiences and meet local needs.

**Questions of Councillor Barbara Masters to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

At the September meeting of the Full Council I asked questions relating to the Low Traffic Neighbourhood (LTN) in Nether Edge.

Two questions related to the quality of the consultation which excluded residents living in adjacent roads in the Ecclesall ward, and requested assurance that the views of residents in my ward would be considered.

The answer stated that 'There were also many comments from the initial scheme engagement, with feedback telling us that the scheme area needed to be extended and this has been taken on board and will be applied in the future comms and engagement.'

**Q.1 How has Sheffield City Council informed residents in the Ecclesall ward of the six month consultation period and the procedure to provide feedback?**

A.1 Although we have already received feedback from residents in the Ecclesall ward, there has been no additional information sent specifically to residents in Ecclesall ward since the September meeting of full council. However, there will be another opportunity for residents to provide feedback on the changes as part of the review of the initial six months. This will include information being sent door to door over a wider area than the initial scheme engagement, including into Ecclesall ward. This feedback will be used to develop recommendations to members on the future of the scheme.

**In response to my question on monitoring traffic levels before and during the implementation of the LTN, several locations were identified. However, there are many reports that congestion on Abbeydale Road has increased partly as a result of the closure of Little London Road to through traffic and partly as result of the LTN.**

**There has also been a notable increase in traffic on Ecclesall Road South over the same time period suggesting this is linked to the schemes as drivers look for alternative routes. This is having a significant impact on the junctions of Brincliffe Edge Road/Ecclesall Road South and Carterknowle Road/Ecclesall Road South. Both these locations have been identified as problematic for several years and any increase in traffic will compromise safety for pedestrians and drivers even further.**

**Q.2 What monitoring of traffic levels is being done at these locations?**

A.2 'Before' junction counts were undertaken at Brincliffe Edge Road and Bannerdale Road – this gave us a figure for the number of vehicles entering

into Brincliffe Edge Road from Ecclesall Road South. The first set of 'after' counts have recently been undertaken but have not yet been analysed. No specific counts were undertaken on Carterknowle Road. As well as junction counts, we aim to use data sources that will enable journey time comparisons too.

**Q.3 Residents have been asking for years for the phasing of the traffic lights at the junction of Carterknowle Road/Ecclesall Road South to be changed to allow pedestrians time to cross safely. All requests have been refused. If traffic movements at this location have increased how can the refusal to change the phasing be justified when active travel is also being encouraged?**

A.3 Following the review and further decision on the ATN in Nether Edge we will ask officers to review the potential for the pedestrian facilities to be introduced at this junction.

**In response to my question on air quality monitoring I was informed no air quality monitoring specific to the scheme is taking place, but that regular air quality monitoring takes place across the city at existing locations. The council website states 'In areas of Sheffield where we do not measure air pollution, we use a sophisticated Dispersion Model called Airviro, to predict the levels there.'**

**Q.4 What data does Airviro hold on the levels of the various pollutants on the surrounding roads before the implementation of the LTN, now and what is predicted to happen on the surrounding roads. Please specify any roads on which this information is held and how residents can access such information?**

A.4 Sheffield City Council currently undertake diffusion tube monitoring at 3 locations within Nether Edge, specifically;

- Junction of Edgedale Road and Abbeydale Road (Started monitoring 2003)
- Junction of Leyburn Road and Abbeydale Road (Started monitoring 2014)
- Junction of Nether Edge Road and Sheldon Road (Started monitoring 2006)

These sites remain in the monitoring network and will continue to be monitored. Data for these sites along with all our other sites are available on the Council's website:

<https://www.sheffield.gov.uk/pollution-nuisance/air-quality>



**The response to my questions on the criteria to be used to evaluate the scheme and which areas were to be included in the evaluation was vague. The implication is that the benefits to those residents in the LTN will be the focus. This would take no account of the damage done to the quality of life to people outside this area through changes such as increase in traffic movements, compromised road safety for pedestrians and raised levels of pollution.**

**Q.5 Would you clarify if this is indeed the case and in which area the external research that was expected to be commissioned to ensure a representative sample of views was taken?**

A.5 We will assess all feedback equally from those within the LTN, those on the periphery of the LTN as well as those further afield who used Archer Lane as part of a longer journey. However, we will be contacting residents and businesses in and around the LTN area directly, but for those further afield, we are reliant on members of the public contacting the Connecting Sheffield team. While not everybody tells us where they live or where they are travelling from, we can say that we have already had considerable feedback from outside the LTN area.

**The same response also states that changes in travel behaviours will not be determined by qualitative data but asking people. The hope is there will be a 20% reduction in traffic through the Nether Edge area. This will not include data on vehicle movements such as those involved in home deliveries.**

**Q.6 Has any monitoring been carried out on travel behaviours or car ownership both before and since the implementation of this Low Traffic Neighbourhood?**

A.6 All of us want to live on streets that are safe for pedestrians, drivers and cyclists. That's why the Active Neighbourhood trial was established, to find constructive ways to make our streets safer and more liveable. This is the priority with LTNs – so attitudinal research will be undertaken that will include questions around how people feel about their area as well as whether there has been any change in their travel behaviours since the implementation of the ATN. We are getting feedback from people who now walk and cycle more and who are considering cycling as opposed to using the car for shorter journeys. However, evidence suggests a significant level of change in behaviour will only occur where active travel infrastructure enables users to feel that they can make longer journeys safely too.

Furthermore, these schemes are not about reducing car ownership, but about encouraging the appropriate mode for each appropriate journey – accepting that not everybody will be able to walk and cycle for all journeys. Even in the countries where a higher percentage of journeys are undertaken by active modes, car ownership is similar if not greater than the UK.

**Questions of Councillor Richard Shaw to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

Recently Active Travel England asked local authorities to complete a self-assessment of their commitment and capability to deliver Active Travel schemes.

- Q.1 Did Sheffield City Council submit a self-assessment?**
- Q.2 Which tier did Sheffield City Council place itself in?**
- Q.3 Did Active Travel England agree with this self-assessment?**
- Q.4 How much Capability revenue funding has been awarded to Sheffield City Council as a result?**
- Q.5 What will Sheffield City Council be spending this funding on?**
- Q.6 Please can a copy of the submission and the response from Active Travel England be provided?**

A. The Active Travel England request to complete a self-assessment was sent to SYMCA as Transport Authority. It submitted a self-assessment, in consultation with SY District officers, at short notice, in late August.

The self-assessment was at Level 2 and ATE agreed with this.

As a result, Capability and Ambition Funding of just under £1M has been provisionally allocated to SYMCA. SYMCA has advised that its' provisional allocation to SCC will be a max of just under £400K.

However, SYMCA was required to further submit a bid to ATE with a proposed funding programme. Again, this was completed and submitted, in consultation with SY Districts, at short notice in late September. (The proposed SCC elements of this programme were circulated to the Co-Chairs, Deputy Chair and Group Spokesperson on 23/09).

An update is being sought from SYMCA.

**Question of Councillor Alexi Dimond to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

- Q. Sheffield has the most dangerous roads for children under 15 of any Core City, with more serious injuries and fatalities when compared to its peers by some distance. Why then, are the chairs trying to pause and row back on Active Travel Schemes in the city?**

- A. Further to the 0-15 KSI Report (June 2022) we are continuing to look at innovative and evidence-based interventions to meet our aims of lowering collisions in Sheffield, working collaboratively with partners where we can. A key part of moving forward will be the further investigation of data – and we are currently working with partners and Sheffield University to investigate this further to help us pinpoint where we need to target our resources. This will go a long way in informing our Road Safety Action plan which will outline our aims and objectives in much more detail - we are now hoping to have this in place at the start of 2023. This will include how we will work with the Safer Roads Partnership in aligning with the Safer Systems approach, as well as the aspiration of Vision Zero – that one collision is one too many.

We assume this refers to the Active Travel Neighbourhoods. We support the aims of the trial but the recent implementation has been far from ideal – with most local residents concerned and confused as to what is being delivered.

Neither Co-Chair is rowing back on active travel, we remain committed to this, but it must be ensured that residents are satisfied with what is being delivered. We called for a pause on further rollout to ensure more clarity is given on the trial and for local residents to have a say on how it progresses. We want to live on streets that are safe for pedestrians, drivers and cyclists, and we want streets where children are safe to play out and that aren't busy cut-throughs. That's why we support the aims of the Active Neighbourhood trials, which were set up to try out ideas for how to make streets more liveable.

However, right from the beginning we have heard serious concerns from residents and businesses. People who like the changes, as well as people who don't, have all told us that the initial public engagement and design process should have been better and too many of the trial measures still haven't been implemented.

Residents are frustrated with the uncertainty about what is happening and concerned about the implementation of the scheme. We share those concerns. No-one is satisfied with the current situation, whether they like the trial or not.

Labour councillors are committed to safer, cleaner neighbourhoods but crucially we believe that local people must be consulted and their issues must be fully considered.

**Questions of Councillor Alexi Dimond to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

- Q.1 An estimated 500 people per year die in Sheffield as a result of air pollution, disproportionately in the most deprived areas of our City.

## **Do you support taking action on air pollution?**

A.1 We fully support taking action on Air Pollution across the city and we acknowledge that this will have a significant benefit to the lives of people across Sheffield. Work continues to be undertaken on the delivery of our Clean Air Plan so that our plans can be implemented in the shortest possible time.

**Q.2 In view of the Council's budget position and the cost of living crisis, do the co-chairs think it is acceptable to risk losing much-needed funding, which the Council have already committed to?**

A.2 The funding we have received from Government has been provided for the delivery of our Clean Air Plan infrastructure, which includes the Clean Air Zone but also other measures such as the introduction of a Bus Gate on Arundel Gate and various measures in Rotherham, and we are using this to develop and deliver all the measures in our plan. Funding has also been received to support people with financial assistance to upgrade their vehicles and thereby avoid charges that they may otherwise face if they have an older and more polluting vehicle. Its worthwhile reiterating that the Clean Air Zone does not include private cars. Labour councillors worked to ensure this, and whilst we note that the Green Party remain committed to charging private cars, we do not believe this is an acceptable way forward.

In light of the ongoing cost of living crisis in the Summer we challenged Government to provide additional flexibility on the levels of financial support we can provide, and we recently received confirmation that increases to the level of financial support were approved for certain vehicle types. In doing so, Government officials outlined that the overall package of support that Sheffield will be offering will mean we are providing people with the highest available grants that DEFRA have approved.

The final details of the schemes are being worked through, including the eligibility criteria, and announcements on the launch of the financial assistance measures will be made soon.

## **Questions of Councillor Paul Turpin to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

**Q.1 What is the cost in lost income for delaying the implementation of the CAZ?**

A.1 We expect to miss £2,485,249 in income up to 1 June 2023, and £705,240 for each month thereafter (as an average). A delay will also incur additional time-based costs such as staff fees.

<b>Delay</b>	<b>To 1st June 2023</b>	<b>Per Month Thereafter (Averaged)</b>
Loss of Income	-£2,485,249	-£705,240
Staff	£333,975	£111,325
Contracted Non-Staff	£72,837	£24,279
<b>Total Expenditure</b>	<b>£406,812</b>	<b>£135,604</b>
Loss of Overhead	£98,474	£32,825

**Q.2 Would you agree that it is preferable to provide grants and loans to people with older, more polluting vehicles to upgrade them, therefore making the air in Sheffield cleaner and saving lives, or cut funding to social care to make up the shortfall in lost income by not introducing the CAZ?**

Q.2 We do agree with the premise of your question, however we will never shy away from seeking the best possible package from government to help affected vehicles make the required upgrades.

Moreover, Labour councillors will always prioritise those most in need, and we have historically protected social care budgets far more than comparable local authorities.

**Q.3 What penalties could be incurred by delaying the implementation of the CAZ?**

A.3 It should be noted that legally no delay or change to the programme (variance, revocation, or suspension) is permitted unless expressly agreed by the secretary of state, irrespective of whether the Council formally decides to delay, or pause implementation. No authority exists to delay, pause, or permit an alternative course of action. This would call for a fresh decision of the Council, and the Council would continue to have a duty to implement the approved scheme unless and until the secretary of state agreed otherwise.

A failure to implement would result in a breach of a legal duty giving rise to risk of judicial review proceedings, complaints of maladministration, and enforcement action by the Office for Environmental Protection. Judicial review proceedings may give rise to:

- Mandatory order – a court order requiring the scheme to be delivered
- Damages
- The quashing of any decision to vary, revoke, or suspend the local plan made unlawfully or unreasonably.

**Q.4 Under what jurisdiction has Sheffield been compelled to implement the CAZ?**

A.4 The Council is subject to a legal duty under a Direction from the Secretary of State to implement the scheme approved within the Full Business Case approved by central Government in July 2022. This includes delivering to the dates agreed by Government – with charging zone C operating business as usual from 27 February 2023 to achieve legal limits within 2023.

**Q.5 How many taxis are non-compliant with the planned CAZ, ie Euro 6 diesel or Euro 4 petrol or other? Please specify between private hire vehicles and Hackney carriages.**

A.5 Hackney Carriages licensed in Sheffield: 452 licensed HC taxis (out of 535 currently licensed) are non-complaint. 224 of the non-compliant fleet are vehicles that are 12 years or older.

Private Hire Vehicles licensed in Sheffield: 491 PHV taxis (out of 1856 currently licensed) are non-complaint

The information applies to the SCC licensed fleet only, not all taxis that travel into the Sheffield and Rotherham joint Clean Air Plan area (the Directed area across which intervention is required to meet legal levels).

**Q.6 What is the breakdown of age of Hackney carriage by year?**

Age profile of Hackney Carriage fleet licensed with SCC:

Age	Number
0 - 1 Years	14
1 - 2 Years	9
2 - 3 Years	4
3 - 4 Years	8
4 - 5 Years	18
5 - 6 Years	8
6 - 7 Years	20
7 - 8 Years	18
8 - 9 Years	28
9 - 10 Years	41
10 - 11 years	75
11 - 12 Years	68
12 + Years	224
Total	535
Average	11

**Q.7 Do you agree that the sooner we get the grants and loans into the hands of our small local businesses to improve the quality and age of vehicles the better?**

A.7 Yes. And the council is working to deliver this, and we are working hard to secure the best possible funding for the grants and loans.

**Q.8 Would you agree that a conflict of interest is occurring if a union backs a potential parliamentary candidate who also has influence that impacts that union?**

A.8 Labour always has a strong relationship with trade unions, and Labour councillors all pride themselves in being a member of a Trade Union. We are surprised Green councillors are implying that councillors should not form close relationships with Unions and relevant interest groups.

**A.9 What is the percentage and the number of zero and low carbon buses and taxis in Sheffield?**

A.9 Scheduled buses – Don't know

Fuel Type of Taxis Licensed with SCC

Diesel	1868
Electric	24 (1 x Hackney Carriage)
Petrol	22
Hybrid	473

**Q.10 How does this compare to other Core Cities?**

A.10 This is not information that we have access to.

**Question of Councillor Ruth Mersereau to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

**Q. Cllr Iqbal stated at September's TRCC meeting that he didn't support illegally parked cars being towed away in the LTNs, so that the planned interventions could be put in. Has he had a change of heart since he ordered cars to be towed away at Rustlings Road to enable tree felling?**

A. Due to Cllr Iqbal being absent due to illness, a written answer will be provided.

**Questions of Councillor Maroof Raouf to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

**Q.1 When do you expect to have the full Sheaf Valley Cycle Route completed by?**

A.1 The implementation of the Sheaf Valley scheme is currently anticipated to be completed by Summer 2023. However, this date does not assume any additional work is needed should any of the experimental interventions be made permanent and it does also depend on the completion of a development on Pond Hill.

**Q.2 When are you expecting to make a decision on the modal filter on Archer Lane becoming permanent or the trial being extended?**

A.2 It is likely that the decision on whether to make the modal filter on Archer Lane permanent or not would be made in Summer 2023.

**Q.3 It has been noted that Bath, Birmingham, Bradford, Bristol (charging starts on 28 November 2022), Portsmouth, and Tyneside (charging starts in winter: late 2022) all have or will have operational Clean Air Zones by the end of this year, when will Sheffield's Clean Air Zone come into operation?**

A.3 As you may have seen, we have recently erected signs at the proposed boundary of the Clean Air Zone which inform people that the CAZ will be operational from Spring 2023. We will be in a position to confirm the 'go live' date of the scheme soon.

**Q.4 If Sheffield does not implement its Clean Air Zone by 2023, what will the financial consequences be?**

A.4 We are legally directed by Government to implement all of our Clean Air Plan measures, including the charging Clean Air Zone, in the shortest possible time to achieve legally compliant levels of Nitrogen Dioxide in 2023. With our Spring 2023 launch we expect to achieve compliance in 2023.

**Q.5 There are currently 24 contractors on the contract providing taxi and minibus provision to the children of this city, who are they?**

A.5 A1 Executive Minibus, A1 Taxis Sheffield, Ace Taxis, Active Response (Rotherham), Advanced Travel, Apollo Taxis, BZEB Ltd, Call and Ride, City Taxis, City Mobility, DC Travels, Dial a Cab, Holistic Transport, MRG Travel, Parr Travel, Premier Travel Yorkshire Ltd, SM Travel Yorkshire Ltd, Taxiport, Thurgoland Travel, Traveller's Taxis, Yorkshire Travel, Martini



Taxis.

**Q.6 How many of these providers are licensed by Sheffield City Council?**

A.6 10

**Q.7 Which authority are the other providers licensed by?**

A.7 DVSA and Rotherham Council.

**Q.8 How many of these providers are using drivers who do not hold an enhanced DBS?**

A.8 All drivers on the contract are required to hold an Enhanced DBS.

**Questions of Councillor George Lindars-Hammond to the Co-Chairs of the Transport, Regeneration and Climate Policy Committee (Councillor Julie Grocutt and Councillor Mazher Iqbal)**

**Q.1 What is your assessment of the impacts to Hillsborough ward– and in particular Wisewood and Loxley- of the changes to the 52A Bus timetable?**

A.1 We will be continuing to seek a full impact assessment of the adverse changes to the bus network in Sheffield and South Yorkshire, including those that have affected users of the 52a, by colleagues in the South Yorkshire Mayoral Combined Authority.

However, it is clear to me that the recent changes are having a significant impact on those people that relied on their bus to travel to access work, education, training, services, to meet family and friends, and a significant number of other purposes. An effective and efficient bus network, that more people use, as part of an integrated local public transport system is essential for the future growth of the city, it will support the wellbeing and social connections that the people in Sheffield deserve, and it will support our ambition to reduce our carbon emissions in line with our Net Zero targets.

**Q.2 Do you agree that the whole bus system needs radical overhaul? Do you agree that it is a broken system which allows private transport providers to reap only the benefits – picking just the profitable routes - and that bringing in bus franchising is a must for delivering greater local, and public, control of our buses?**

A.2 I agree that there needs to be a radical overhaul. At present, as part of the response to the adverse changes made by bus operators, the Council

Leader Terry Fox, other SY Leaders and the SY Mayor have agreed action in Mayoral Combined Authority meetings to mitigate as much of the cuts as possible.

Significant amounts of additional public funding is currently being provided to pay for tendered services that otherwise would not run. By introducing franchising, decisions on what bus services should be provided would be made in an integrated way across the full bus network but also the tram and local rail network too. We fully support the review of Franchising that is being undertaken by MCA.

However, in the meantime it is essential that we try to work with bus operators to deliver improved bus services.

**Q.3 Do you agree that government needs to not only speed-up the process of franchising, but to reverse their spending cuts which will see investment in buses slashed by a third next year?**

A.3 We completely agree. The planned withdrawal of Bus Recovery Grant by DfT from wither January 2023 or March 2023, will have a further significant adverse impact on buses in Sheffield and South Yorkshire. The way in which buses and public transport is funded also needs an overhaul and as part of the South Yorkshire Transport and Environment Board I will be calling for further concerted pressure on Government to not withdraw funding and to consider longer term funding settlements for public transport in Mayoral Combined Authority areas.

**Questions of Councillor Minesh Parekh to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

**Q.1** Thank you for the reassurances given at the last meeting that the Lead Officer for the Night-time economy will work closely with Unite and to discuss how the Council can help their *Get Me Home Safely* Campaign. Can I please get an update as to what steps the Council is now taking, following these discussions, to ensure safe night-time travel for workers working at venues open late?

A.1 Discussions are still at a very early stage, and we are deciding how best for the Council to action / support the campaign. As you will be aware we have also been working on and successfully launched the Sheffield Women and Girls Night-Time Safety Charter. A similar approach to the Get Me Home Safely Campaign may be the best way forward.

**Q.2** What licensing options have been considered to make providing safe travel for workers a condition of licensing? And will you as the Committee Chair support Unite the Union's *Get Me Home Safely* campaign, which calls on employers to take all reasonable steps to ensure workers are able to get home safely from work at night, and will your Committee resolve to not only send officers to work with Unite, but to so yourself?

A.2 The Night-Time Economy lead officer will be leading on these matters and will be setting up a briefing with the Chairs of the Licensing Committee and ourselves. He will also be looking into what has been done in other cities around the country, progress may be a little slow and I apologise for this but can re-assure you we are fully supportive of the campaign.

I welcome Unite's interest in this issue and I am happy to meet them to discuss their ideas. The campaign suggests a number of measures most of which are appropriate. However, the suggestion that buses should be municipally owned runs against the grain of the movement to franchising rather than ownership which is core to current attempts to improve bus services.

**Questions of Councillor Alexi Dimond to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

**Q.1** How many fines were (a) issued and (b) collected by Parking Services in the last 12 months?

A.1

	<b>Parking PCNs</b>	<b>Bus Lane PCNs</b>
Issued	61,257	77,783
Collected	46,088	55,031

*Figures are for Oct 2021 – Sep 2022*

**Q.2 How much is the total sum of fines (a) issued and (b) collected by Parking Services in the last 12 months?**

A.2 (a) TBC (report pending).

(b) As of 25/10/2022 £1,961,291.64 had been collected for Bus Lane PCNs issued Oct 2021 – Sep 2022, and £1,808,421.67 for Parking PCNs over this period.

Recovery of income is still ongoing as cases progress through different stages of enforcement up to warrant stage for collection by enforcement agents (bailiffs).

**Q.3 Where does Sheffield rank in the Core Cities for sums collected for parking fines per head of population?**

A.3 Awaiting data from other Core Cities.

**Q.4 Sheffield has a 5-minute grace period before issuing PCNs. Which other local authorities have 5-minute grace periods before issuing PCNs; and which LAs don't?**

A.4 In Sheffield the observation period depends on the restriction type. For signed no stopping restrictions and where loading bans apply no observation is allowed. Where loading exemptions apply a 5 minute observation would normally be allowed to see if permitted activity is taking place – for example loading, or a motorist going directly to a pay and display machine to buy a ticket, or purchasing time on the PaybyPhone app, or obtaining a visitor permit from a nearby property. On yellow lines / in loading bays for large commercial vehicles (i.e. Ford Transit size or larger) this may be increased to ten minutes.

However, if the CEO is satisfied that the vehicle is parked solely for convenience (e.g. whilst the driver is shopping at fast food outlets) and not for any reason that would exempt it being there, a PCN may be issued sooner.

Sample information about some other Councils is shown below. Authorities that allow 5 minutes + observation marked in green; those that allow less marked in yellow.

Leeds - 5 minutes observation unless a CEO can see that they are not loading heavy goods then they override the observation and instant issue.

Bristol - Yellow lines single/double 5 mins, Loading bays 5 mins, Pay & Display no ticket 5 mins.

Nottingham - CEOs allow 5 minutes observation for a car and 10 minutes for a van. This is for any contravention code where an observation is required.

Birmingham – 5 minute observation for restrictions such as waiting restrictions and loading bays.

Liverpool – 5 minutes for waiting restrictions, 10 minute for loading bay.

Newcastle – None for yellow lines, 5 minutes in loading bays (20 minutes for goods vehicles), 5 minutes for bays such as pay and display.

Leicester – 5 minutes for restrictions where loading is allowed (e.g. waiting restrictions indicated by yellow lines, parking bays).

North Lincolnshire - 5 minutes for waiting restrictions and loading bays (10 minutes for a commercial vehicle in a loading bay).

Mid Sussex - 5 minutes for cars on restrictions where loading is allowed / 10 minutes for vans (e.g. waiting restrictions indicated by yellow lines, parking bays).

Rotherham – At least 3 minutes.

Portsmouth – 5 minutes for waiting restrictions, 10 minutes loading bays, 5 – 10 minutes in bays (depending on bay type).

**Q.5 Over the last 12 months, what was the average number of PCNs given in Sheffield per FTE CEO?**

A.5 1,702 per annum per CEO for parking PCNs; the CCTV bus lane contraventions are also reviewed by members of the CEO team – these average at 2,161 PCNs per CEO

**Q.6 How does this compare with the average of other Core Cities in England?**

A.6 Information so far received from other Core Cities:

- Leeds - 1,880 per day time CEO and 1,500 per late/evening CEO.
- Bristol - 2,039 based on 44 FTE. Issue rate is about 2.2 PCN/hour based on an average 6.5 hours per day actual enforcement time (taking out non-enforcement activities such as travelling time, breaks etc).

- Nottingham - On average each CEO has issued 1,202 PCNs over the last 12 months.

**Q.7 Over the last 12 months, what was the average number of warnings (as opposed to PCNs) given in Sheffield per FTE CEO?**

A.7 Average of 21 warning notices issued per FTE CEO.

**Q.8 How many FTE Enforcement Officers does Sheffield have in its full complement?**

A.8 We currently have 36 FTE CEOs.

**Q.9 How does this compare with other Core Cities?**

A.9 Information so far received from other Core Cities:

- Leeds - 34 daytime (plus 6 vacancies) 5 evening (plus 2 vacancies) 6 late (plus 1 vacancy).
- Bristol - 52 FTE posts, but have been operating the last 12 months with an average about 44 due to difficulty recruiting.
- Nottingham - 27 CEO's, 4 SCPO's (Senior Community Protection Officers and 12 REACT (Regulation Enforcement and Compliance Team – Mobile Dual Role Officers) – Total 43. Also have a Vehicle Pound with 1 SCPO, 3 Tow Truck Drivers, 1 Removals Officer and 2 Admin Staff.

**Q.10 How many PCNs have been issued as part of the City Centre Pavement Parking ban since 2nd September?**

A.10 88

**Q.11 Does pavement parking under the city centre TRO attract an instant PCN or is there a 5-minute grace period?**

A.11 Instant PCNs would be issued for restrictions introduced as part of the recent city centre order for new pavement parking restrictions. This order prohibits stopping on footways and verges and the signs show this type of restriction applies. There is no exemption for loading if a no stopping restriction is in place.

At locations in the city centre where this TRO has not been rolled out and there are waiting restrictions on the carriageway, PCNs can also be issued to vehicles on the footway/verge but a 5-minute observation period would normally be allowed (as in this circumstance a loading exemption applies).

**Q.12 How many warnings were given in the 2-week period after the ban was introduced?**

A.12 From the 1st September to 25th September 2022, there were 169 warning notices issued to vehicles parked on the footway prior to full enforcement.

**Questions of Councillor Maroof Raouf to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

**Q.1 How many FPNs were issued in the Highfield and Lansdowne resident’s parking zones, for any parking offence, on October 1st, 4th, 15th, and 22nd? Please provide a breakdown of what the FPNs were issued for and on what date they were issued.**

A.1 The following parking PCNs were issued:

Date	code 01	code 11	code 12	code 16	code 19	code 30	code 40	code 47	code 81	code 85	code 86	Grand Total
01-Oct	28	1	10	20	1	1	1	0	0	0	1	63
04-Oct	15	0	3	1	0	0	0	0	1	2	0	22
15-Oct	8	0	0	10	0	0	0	0	0	0	0	18
22-Oct	12	0	3	6	0	0	0	2	0	0	0	23

**Q.2 If a vehicle is parked on a pavement anywhere in the city, adjacent to a parking bay, will it be issued with an FPN?**

A.2 PCNs can only be issued to vehicles parked on the pavement in the city centre if there is a Traffic Regulation Order prohibiting footway parking for that street and the relevant signs indicating the restriction are in place there (example below):



## **Questions of Councillor Ruth Mersereau to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

In July's answers to members' questions, we received a national list of standard contravention codes, with information regarding SCC enforcement.

**Q.1** Given that the Council has declared a nature emergency, why does SCC not enforce items, 64, ("Parked in contravention of a notice prohibiting leaving vehicles on a grass verge, garden, lawn or green maintained by a local authority"); 65, ("Parked in contravention of a notice prohibiting leaving vehicles on land laid out as a public garden or used for the purpose of public recreation") and 66 ("Parked on a verge, central reservation or footway comprised in an urban road")?

A.1 Codes 64 and 65 is for use in Essex only.

Codes 66 is for use in Exeter only.

**Q.2** Given Sheffield's illegal air pollution levels, why doesn't SCC enforce item 96 ("Parked with engine running where prohibited")?

A.2 Code 96 relates to car parks. A query has been made with the Legal team to assess the potential to use this code (and code 63 for on street). Some factors for further consideration:

- TRO amendments probably needed (certainly for on street).
- Publicity.
- Practicalities of enforcing (evidence) – not used by many other authorities who could be used to benchmark.
- Cancellation policy considerations – it would be a restriction that is not commonly enforced using PCNs (one strike cancellation rule / warning notices needed).
- Requirement for Department for Transport signs authorisation if enforced on street.

**Q.3** Given the increasing numbers of parking schemes, ETROs, and TROs across the city, together with a rise in car ownership, what plans are in place to increase officer capacity to take action on parking infringements?

A.3 The officer responsible for this is currently on leave but capacity will be considered as part of the review of parking enforcement strategy.



**Q.4 What is the scope for parking infringements and breaches to be reported by members of the public using photographic/video evidence? Would you support this move?**

A.4 The regulations do not allow us to issue PCNs based on evidence reported by other parties.

**Questions of Councillor Sue Alston to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

**I am pleased to hear that litter picking groups will now be able to collect their bags & equipment from local libraries. The equipment used to be delivered to groups on request but one of my local groups informed me back in April that this service was stopped and the only option was to travel to Ecclesfield to collect it.**

**Q.1 Why was the previous service to deliver litter picking equipment to groups stopped?**

A.1 Amey previously delivered litter picking equipment to local groups upon request, however due to increasing demand and the capacity of their drivers, it became no longer viable to have drivers out delivering litter picking equipment across the city.

The alternative arrangement was therefore put in place for Amey to hold litter picking equipment at the Ecclesfield Depot, where members of the public could collect it from staff who manned the depot for a couple of hours every Wednesday afternoon. Amey also provided litter picking equipment to local litter picking groups, who volunteered to provide litter picking equipment 'hubs' in their local communities, which residents could access. Due to health and safety restrictions, it was only possible to manage public collections of equipment from the Ecclesfield depot and not the other depots in the city.

Working closely with Sheffield Litter Pickers, the Council has now improved the offer so that litter picking equipment (pickers, bags, and gloves) are now available for collection at all Council run libraries, replacing the provision at the Ecclesfield depot. Amey's drivers now deliver new stock to the Central Library once a month, where equipment will be distributed to community libraries using the library service's fleet of drivers and operational system.

**Q.2 How has the Committee been working with community groups to encourage involvement in litter picking volunteering?**

A.2 The Council has been working with community groups as part of the new Environmental Volunteer Strategy which is scheduled for completion in March 2023. The Strategy will include informed recommendations, devised

directly from our collaborative working with community groups, for how we can better support and empower both those who are already engaged in environmental volunteering and those are not yet engaged. Alongside the production of the Strategy, 'quick wins' are being delivered to make it easier for people to get involved in environmental volunteering. These 'quick wins' are being developed via co-production with community groups.

The extension of the litter picking equipment into community libraries originated from conversations with the chairs of Sheffield Litter Pickers, a volunteer collective with over 4,000 members on Facebook. The group identified that accessibility of equipment was the number one issue that their members were facing and was a significant barrier preventing new volunteers from getting involved. Working with the group throughout the process, we launched litter picking equipment in libraries on 24 October, using our social media channels, as well as coordinating with Sheffield Litter Picker's Facebook page to advertise the new provision.

The Council is also supporting a new pilot project to empower young people with special educational needs and disabilities (SEND) to get involved in their communities. Working with Sheaf Training, Amey, Sheffield Litter Pickers, and the East LAC, we are organising an activity day for young people with SEND including a group litter pick hosted by a local litter picking group and a talk from the Amey education officer. This aims to promote greater involvement in litter picking and improve accessibility of these activities.

The Council has also been looking at the way we work with the universities in the city to find ways to encourage more participation from students in environmental volunteering such as litter picking. Connections have been made with their volunteering departments and work is ongoing to coordinate student volunteer days to support areas across the city.

There are other activities planned as part of this programme of work, which include an event for volunteers to recognise their important contribution in the city and work with Sheffield Environmental Movement to improve opportunities for our BAME communities to engage with environmental volunteering.

**Q.3 How can interested constituents best get involved in keeping their communities clean following this new provision?**

A.3 Any member of the public who is interested in keeping their community clean can now access free litter picking equipment from participating local libraries. Information on how/where to litter pick is available from libraries or via the Council website.

We are very fortunate in Sheffield to have a plethora of community groups who are active in caring for their local environments. Constituents who are interested in joining a local group can find a litter picking group near them

via [Sheffield Litter Pickers Facebook page](#).

For constituents interested in caring for their local green spaces, a list of 'Friends of' groups can be found on the Council website (['Friends Of' groups | Sheffield City Council](#)).

**Questions of Councillor Minesh Parekh to the Co-Chairs of the Adult Health and Social Care Policy Committee (Councillor Angela Argenzio and Councillor George Lindars-Hammond)**

**Q.1 What work has the Council done to explore the role of co-operatives in the social care sector, and whether the co-operative model could support adult social care in Sheffield?**

A.1 As part of the development of new approach to homecare in the City, there was consideration of Care Cooperatives and Consortium arrangements. The aim being that multiple providers can work together to reinvesting surpluses in improving and extending the services they offer to provide a wide range of care services. These cooperatives can provide all staff with at least the real living wage and a training programme which supports development and progression.

Sheffield City Council, having received approval for their Commissioning Strategy from the Sheffield Health and Social Care Policy Committee on the 15th June 2022, are currently in a live procurement process to establish a new Care and Wellbeing Service as part of the transformation of home care services which will come into effect from Summer 2023. It was noted in the report and actively promoted that new models of delivery would be supported, including care cooperatives and consortium arrangements. The tender went live in September and we have had over 100 care providers express interest in the 16 new contracted areas, which includes a number of Care Cooperatives.

**Q.2 What is the Committee Co-Chair's assessment of the viability and benefits of more co-operatism in Sheffield's social care sector?**

A.2 Community Care Cooperatives are a very small part of the Care Sector nationally so they will need support and development to become a real player in the sector. Costs would be initially high but if more of the back office functions of care cooperatives such as finance, legal and payroll services could be shared across a range of similar organisations then these costs could come down significantly. The submissions to the current care and wellbeing procurement will provide a clearer assessment of the viability and benefits and an update will be provided to Committee once the procurement exercise is completed.

**Questions of Councillor Ben Curran to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**‘Last year, we had an emotional debate in the chamber on a motion I moved calling for the Council to support White Ribbon Day and do what it can to tackle violence against women and girls. Could you please let me know:**

**Q.1 What actions has the Council taken over the last 12 months to tackle the issue of violence against women and girls?**

A.1 Work to gain White Ribbon accreditation has started in earnest in the last few months. Several senior managers (Andrew Jones, Dawn Shaw, Janet Sharpe, Tom Smith, Elyse Senior Wadsworth, Sam Martin etc.) have signed up to be ambassadors and champions for White Ribbon and a Steering Group has been established for the purposes of seeking accreditation for Sheffield City Council. An accreditation form has been submitted to the campaign and we are in the process of paying the first year's fee. The steering group is meeting again in November in order to consider a draft White Ribbon accreditation action plan and to finalise comms around White Ribbon Day this year - Communications have it in their workplan. The Chair of the steering group is Tom Smith Director of Direct Services. A briefing to the CYPF whole service event in November is planned. An item was included in the last members newsletter.

A VAWG forum was set up in February open to all women who want to discuss the issues facilitated by the Councils DACT team and feeding into the CSP. It has a mailing list of over 70, has met 8 times since February and has been consulted on the Safety of Women at Night Charter - launched last week, including VAWG in licensing frameworks, the VRU spending plans, the design of the new Sheffield Against Sexual Harassment branding, posters and wallet cards and our progress on White Ribbon.

There has also been the ongoing work of commissioning and performance managing services, e.g. the new Domestic Abuse Safe Accommodation contract started in October with Sheffield Women's Aid and IDAS together delivering support in 62 - growing to 70 family units in refuges and dispersed flats and houses for survivors of domestic abuse. Policy work ongoing includes working with health partners to develop local pathways for the identification and treatment of non-fatal strangulation following the introduction of a specific crime this year, and the ongoing roll out of the Safe and Together model in Children's Social Care which is training social workers to be Domestic Abuse informed and focussed on perpetrator behaviour not blaming victims.

**Q.2 What plans the Council has for White Ribbon day this year?**

A.2 See above. White ribbons for the council have been ordered (1600) although some LACs are also ordering their own. A banner and a pull up

stand have been ordered for display in / on council buildings - permissions to do this are yet to be sought but as the council is committed to signing up to White Ribbon it is hoped this will not be an issue. it is intended to distribute White Ribbons to staff, encourage signing the White Ribbon pledge and to have a photo opportunity and press release on the day to publicise the Council's signing up for accreditation and to launch the Action Plan.

**Q.3 What has each LAC area done in the past 12 months and has planned for the future?**

A.3 Carl Mullooly the lead manager for LACs is signed up as a White Ribbon Ambassador. Some LACs have VAWG as part of their local plans (NE, SW and Central) and may be doing their own White Ribbon activities this year but in order to promote sign up to elected members and discuss how to push the campaign in localities, Alison Higgins (Strategic Commissioning Manager for Domestic and Sexual Abuse who is acting as the contact for White Ribbon) is attending the LAC Chairs meeting on 1<sup>st</sup> November.

**Questions of Councillor Marieanne Elliott to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**Q.1 What proposals have been provided by SCT towards the large subsidy they receive from SCC for leisure facilities?**

A.1 Sheffield City Trust ("SCT") was set up in 1987 to oversee the running of the City's sport and leisure facilities, linked to the Major Sporting Facilities ("MSF") that were built for the 1991 World Student Games. The MSF are Ponds Forge, Hillsborough Leisure Centre, the FlyDSA Arena and the former Don Valley Stadium.

SCT is an independent charity, regulated by the Charities Commission. The Council has no control over SCT and cannot control it. A Trustee Board oversees SCT with no Council Trustees, but a Council Member is a director of SIV and a member of SCT's Audit Committee (Sheffield International Venues ("SIV") is a subsidiary company of SCT set up to run the facilities leased to SCT).

The Council has, for many years, provided a Letter of Support to SCT as part of the annual audit process. This letter allows SCT's auditors to sign the accounts on a 'going concern' basis. The letter requires the Council to provide short term cash flow support should it be required to enable SCT to meet its financial obligations. This is a contract between SCT and the Council that commits the Council to fund any deficits in respect of the Major Sporting Facilities. This agreement does not cover any other facilities (eg

Concord Sports Centre).

The subsidy from SCC over the years between 2016 and 2019 averaged £2.8m. However, as with many other leisure and entertainment businesses SCT's ability to generate income was significantly reduced during the pandemic lockdown periods in 2020 and phased reopening of facilities and programmes in 2021/22. This has resulted in an increase in the subsidy required to ensure SCT can keep facilities open and running for customers. Total funding paid in 2019/20 was £9,053k and in 2022/23 we have budgeted for £5.8m, however, SCT are performing c£1m better than this forecast. For 2023/24 the budgeted subsidy is c£7.4m, however this figure is being reviewed with SCT in consideration of the cost-of-living crisis and impacts of energy inflation.

**Q.2 What targets have been set for them to raise their own income?**

A.2 SCT generates income and are a c£27m turnover organisation. A new funding agreement was agreed in 2022 committing SCC to subsidise SCT as necessary until the wind up of SCT in 2024. As a condition of providing the cash flow subsidy to SCT, SCC requires a business plan to be submitted each quarter that includes details of the projected income and expenditure and projected cashflow of SCT. A quarterly meeting is held to discuss the Business Plan and to agree any amendments. In agreeing revisions to the Business Plan, SCT are required to use reasonable endeavours to mitigate the costs to the Council arising from the proposed revisions.

**Questions of Councillor Maroof Raouf to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**Q.1 How many maintained parks are there in Nether Edge and Sharrow?**

A.1 Parks x4 - Chelsea Park, Broadfield Park, Lowfields Park and Mount Pleasant Park.

Open Spaces x3 - General Cemetery, Staveley Road and Montague Street Woodlands Brincliffe Edge.

**Q.2 Will this Committee undertake to look at the scope for a new pocket park for the residents of Nether Edge & Sharrow and Gleadless Valley on the boundary of Chippinghouse Road, opposite to its junction with Preston Street?**

A.2 We are happy to commit to exploring the options in consultation with the local community. There are possibly local green spaces where further access could be provided to the local community.

**Q.3 As an estimate, how much does it cost to establish a new pocket park?**

A.3 This information depends on a number of factors (including size and topography). Recent pocket park costs are unlikely to be comparable due to the differences in areas, access and site requirements. We can explore more specific costs in relation to the local area as part of the commitment above.

**Questions of Councillor Bernard Little to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**Q.1 What are the response times for answering a 101 call in South Yorkshire, on a monthly basis, for the latest 12-month period?**

**Q.2 Does Sheffield Council list casework reports that record the time residents spend waiting for a 101 call to be answered? If so, what are they for the latest 12 month period?**

**Q.3 What is South Yorkshire Police record of abandonment rates (where people decide to hang up on a 101 call) over the last 12 months?**

A. In response to all 3 questions, it is noted that Sheffield City Council are not the owners of the 101 service which is a national non-emergency phone service, and within our area is operated by South Yorkshire Police (SYP). We therefore do not have the information requested.

However, officers have asked for the details to be provided and in fact this information has begun to be received by both the Council and by Cllr Little directly, although SYP are no obligation to supply this.

101 performance data is not publicly published, and therefore is not able to be provided in this document. However, for information national comparisons of 999 performance is available at <https://www.police.uk/your-area/south-yorkshire-police/performance/999-performance-data/>.



**Questions of Councillor Minesh Parekh to the Chair of the Economic Development and Skills Policy Committee) (Councillor Martin Smith)**

**Q.1 What work has the Council done to coordinate promoting local and ethical employers and employment opportunities with both city universities and Sheffield College?**

A.1 The Council works in partnership with both universities, Sheffield College and a wide range of training providers as well as other stakeholders in the city both strategically and operationally. Between us, we support thousands of local businesses through a wide range of employment and skills programmes.

All programmes support and promote being a good employer. This includes promoting:

Paying at least the living wage  
Flexible working hours  
Consideration for parents and carers  
Health and Wellbeing support including occupational health  
Training and Skills availability  
Supportive terms and conditions  
Equality, Diversity and Inclusion practices

Three programmes that particularly focus on this are:

Social Value – Every planning and procurement activity over a threshold agrees outcomes for local citizens including work experience for school, college and university students, new jobs including apprenticeships and training for the local workforce.

Advance – Advance supports employers specifically targeting those who have a low paid, low skilled workforce and those who are micro employers. The Account Managers employed on this project support these employers specifically to develop to be a “good employer” as specified above.

Employer Champion – We contract the Voluntary and Community Sector to deliver an “Employer Champion” contract. They are funded to broker and fill sustainable job opportunities for individuals with specialist health conditions. They encourage employers to create suitable vacancies, carve roles, sign up for Disability Confident etc.

There are a wide range of employment and skills project operating in the City that support local, ethical employment

**Q.2 Does the Committee Chair agree that these institutions should be supporting students and graduates to find employment in companies that foster inclusive, sustainable and ethical growth?**

A.2 Yes, as above the Council support these institutions in the work they do to help students and graduates to find work.

**Q.3 Does the Committee Chair support working with higher and further education institutions to grow start-up and business incubators in the city, to retain more graduates locally and grow the number of new SMEs in our city; and will your committee resolve to work with the College and Universities to this end?**

A.3 We work very closely with both universities on the start-up agenda, recognising that our start-up figures are low when compared to other core cities. For example, both universities, the college and the council through Business Sheffield, are members of the Sheffield Incubation and Acceleration Network which brings together key stakeholders in the city region delivering start up activity.

Sheffield City Council is also working with both universities, other South Yorkshire local authorities and the MCA to ensure that future business support programmes are developed in partnership.

**Question of Councillor Paul Turpin to the Chair of the Economic Development and Skills Policy Committee) (Councillor Martin Smith)**

**Q. How is the Council using the adult education budget to increase the number of qualified bus and tram drivers in the city?**

A. The Skills team have a good relationship with the bus and tram companies. They attend our Community Jobs fairs to advertise vacancies and we are supporting them with advertising vacancies through our networks. All their new recruits who need training follow the apprenticeship route which they use their apprenticeship levy to fund. Their main issues are to do with recruitment and retention.

The Local Authority Adult Education Budget grant is allocated to foundation education for the most vulnerable in the city for delivery of curriculum such as ESOL, maths, English and Family Learning.

**Questions of Councillor Maroof Raouf to the Co-Chairs of the Education, Children and Families Policy Committee (Councillor Dawn Dale and Councillor Mick Rooney)**

**Q.1 How many secondary schools in Sheffield have an OFSTED rating of “Outstanding”?**

A.1 Four and one special secondary (5 in total).

**Q.2 How many of these secondary schools have not had a full inspection in the last 8 years?**

A.2 Two were inspected in 2013. All the others have been inspected since then.

**Q.3 How many primary schools in Sheffield have an OFSTED rating of “Outstanding”?**

A.3 Eighteen primary and one nursery school. This includes a primary special school.

**Q.4 How many of these primary schools have not had a full inspection in the last 8 years?**

A.4 Eight have not been inspected since 2013 or before.

**Q.5 What is Sheffield City Council doing to enforce Actions 6 and 7 of the Race Equality Commission's report in Sheffield schools?**

A.5 We are talking to schools during our visits about the diversity in governance and workforce across our city schools. We are also encouraging engagement with the REC to ensure a clear and concise understanding of its content is demonstrable amongst school leadership. We intend to bring together school leaders in the New Year to attend a workshop to explore and develop a way of moving forwards with these issues.

**Q.6 What evidence is there to back up the above response?**

A.6 A provisional date for the end of January has been set for the leadership workshop.

**Q.7 How many schools or colleges are there in Sheffield? How many of these have a headteacher that recognises their ethnicity as black, Asian, or minority ethnic?**

- A.7 191 schools and one college. The school census data held by the local authority relates only to maintained schools. Of these, there are 11.3% Black, Asian or minority ethnic Headteachers (recorded by % in line with the Council's annual equality report). Academies submit their return directly to the DfE so we do not hold their information.

**Question of Councillor Paul Turpin to the Co-Chairs of the Education, Children and Families Policy Committee (Councillor Dawn Dale and Councillor Mick Rooney)**

**Q. What work has been done to explore SCC setting up its own multi-academy trust?**

A. The Government White Paper entitled 'Opportunity for all: strong schools with great teachers for your child' (Secretary of State for Education, March 2022), outlines four main aims for a stronger school system. One of those aims is a 'stronger and fairer school system'. Part of this aim comes the new opportunity for Local Authorities to establish their own Multi Academy Trust.

Labour councillors are looking into the potential of this, and with Council Officers have conducted information gathering processes around the topic of LA-established trusts and have explored the application stages. The current window is closed and will reopen in September 2023. The local authority will keep a watching brief on the academies programme and look at the outcomes and feedback from the initial pathfinder project. We will of course link in closely with schools and unions to fully understand the any implications. We will continue to keep key Members updated. Any decision will go via the whole Committee.