

CITY OF SHEFFIELD

METROPOLITAN DISTRICT

MEETING OF THE CITY COUNCIL – 5TH JULY 2023

COPIES OF QUESTIONS AND ANSWERS THERETO

Questions of Councillor Shaffaq Mohammed to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

- Q.1** On the 2nd of March, former Council Leader Cllr Terry Fox stated in a press statement - “We don’t support increasing the bus lanes for 12hrs, and we do not want to see any changes to current parking arrangements”. Do you agree with this position?
- A.1** We all want to improve public transport in our city. Earlier in the year plans to improve bus journey times on London Road, Abbeydale Road and Ecclesall Road were paused. It is right that the cross-party Transport, Regeneration and Climate committee now considers all options and it right that the views of residents and businesses are heard and taken into account.
- Q.2** Following this, Cllr Fox resigned as Leader. Local media has reported that this was presented as an ‘offer you can’t refuse’ from Labour’s unelected Campaign Improvement Board. When were you informed that Sheffield Labour had been placed under a Campaign Improvement Board?
- A.2** Sheffield Labour has been working with a Campaign Improvement Board for the last year. Campaign Improvement Boards draw up recommendations for improving campaigning performance.
- Q.3** When did you know that the Board would recommend Cllr Fox resign as Leader?
- A.3** Cllr Fox informed members of the Labour Group on Friday 5th May that he would not be putting himself forward for re-election as Leader of Sheffield Labour Group.
- Q.4** Do you believe that it was open and honest to withhold from the public during the election period the fact that Cllr Fox would not be the leader of the labour group following the election?

A.4 When people cast their vote in the local elections they are voting to elect their local councillor. The Labour Group elects its leadership roles after the local elections. On Friday 5th May Cllr Fox informed colleagues that he would not be putting himself forward for re-election as Leader of Sheffield Labour Group.

Q.5 Do you support the manner in which your predecessor was removed?

A.5 As above, on Friday 5th May Cllr Fox informed colleagues that he would not be putting himself forward for re-election as Leader of Sheffield Labour Group.

Q.6 Were Labour chairs, deputy chairs and spokespeople freely chosen by the Labour group without outside intervention?

A.6 At the Labour Group AGM, I was elected as Leader of the Labour Group. After my election, I made appointments to committee positions in consultation with my Labour Group Leadership colleagues.

Questions of Councillor Douglas Johnson to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 Is the Council still on track to submit its draft Local Plan to the Planning Inspector?

A.1 The Local Development Scheme sets out our programme for producing the Local Development Plan. The most recent Scheme for the Sheffield Plan was agreed in October 2021 and shows the Plan being adopted by December 2024.

We anticipate the submission of the Plan to Government to be in September 2023, which is 5 months later than is shown in the Local Development Scheme due to ensuring all consultation and engagement feedback is thoroughly considered. However, we remain optimistic that adoption can still be achieved by around December 2024 as we had allowed for some flexibility in respect to the timeline associated with this process.

Q.2 When does the council expect to submit its draft local plan for approval?

A.2 Covered as above.

Questions of Councillor Mike Levery to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 Can you confirm that the Council Cleaning Team, insourced in 2020, are still on retained terms and conditions from their previous employer?

A.1 There are a number of staff within the Council's Facilities Management Cleaning team who are still subject to TUPE and therefore retain their terms and conditions from their previous employer. Council officers and the cleaners' trade union are discussing bringing the staff onto the council pay scale and council terms and conditions.

Q.2 Why has there been no attempt to harmonise their terms and conditions as Sheffield City Council employees in the past three years since being insourced? TUPE law does not require an insourced workforce to remain on their previous employers terms and conditions, and most good employers look to harmonise new employees at the earliest opportunity.

A.2 TUPE law is in place to protect colleagues when their employment changes from one employer to another. TUPE law requires that there is an economic, technical or organisational reason to harmonise employees on to Council terms and conditions. This usually requires a change in the way that the employee works or the duties that they undertake. We are committed to working with the trade unions to find bring colleagues onto Sheffield City Council terms and conditions, which also does not detriment individual employees.

Q.3 When will these employees be offered the opportunity to harmonise onto the council's terms and conditions?

A.3 An agreement between GMB and the Council has now been reached— which will see the Sheffield Council cleaning team receive payment. Discussions will now continue about bringing the staff onto the Council pay scale and Council terms and conditions.

I want to place on record my thanks to council officers and the GMB for their work in getting to this solution.

Q.4 Can you confirm that they haven't received a pay rise for the last two years?

A.4 This group of employees that transferred to the council are on the real living wage of £10.92 per hour. They have received pay rises in line with the

Foundation Living Wage annual percentage increase determined by the Joseph Rowntree Foundation in line with their TUPE terms and conditions

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I want to place on record my thanks to council officers and the GMB for their work in getting to this solution.

Question of Councillor Sophie Thornton to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q. Considering the Council’s recent formal apology on the Street Tree dispute, do you agree with the following statement:-

“It is difficult to escape the conclusion that opposition to the tree felling has as much to do with the protection of house prices in the leafy suburbs as it does with environmental protection”.

A. No, I do not agree with the statement. In the City Council’s formal apology, issued on Tuesday 20th a specific apology was given to campaigners. I repeat the part of the apology here.

We are sorry that campaigners were misrepresented as unrepresentative and primarily concerned with their own streets. This inaccurate characterisation sowed discord within communities. A lot of people care about our street trees and gave their time and energy to try to protect them for the benefit of the whole city.

The full apology can be read here

https://www.sheffield.gov.uk/sites/default/files/2023-06/an_open_apology_for_the_behaviour_of_sheffield_city_council_during_the_street_trees_dispute.pdf

Question of Councillor Kurtis Crossland to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q. Following the publication of the Lowcock Report, do you believe that the Leader of the Council and the Chair of the Finance Sub-Committee should have stepped down immediately?

- A. I was not Leader of the Council at the time of the publication of the Lowcock Report. But now, as the new Leader, I am focused on learning the lessons from the dispute and looking forward.

At the Extraordinary Meeting of the City Council on May 10th, we heard from Sir Mark Lowcock. He offered us his view that he is sceptical of the value of relitigating things that happened in the dispute and cautioned that this is not likely to help us very much to move forward. I agree.

As the new Leader, I am focused on that task of moving forward. I expect that all elected members, in my party and others, and all officers understand the seriousness of what happened during this dispute and commit to work together to ensure a dispute of this magnitude can never happen again.

Questions of Councillor Barbara Masters to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

For several years the future of the Central Library has been in doubt because of the escalating cost of repairs to the building. These were estimated at £30m in 2021.

- Q.1 What are the current cost estimates within the Accommodation Review for:**
- a) Urgent repairs?**
 - b) Full restoration?**

- A.1 The Essential Compliance and Maintenance Asset Management Plan presented to Finance Sub-Committee in March 2023 outlined that it was estimated that around £10m was required for the refurbishment of the Central Library building and Graves Art Gallery. This was based on a feasibility assessment carried out in April 2022.

Since that assessment the exterior of the building has deteriorated further. We have therefore commissioned a further assessment to provide high level options for the refurbishment of the building, along with costs, which will ultimately support a decision around the future of the building. This proposal will also include a high-level assessment of the external façade of the building with options and costs for remediation. We expect this report to be finalised in August 2023.

In 2021, Tom Hunt expressed the view that Graves Gallery was a ‘prime example of a gallery that deserves a much more accessible home’ and whether ‘a new, modern Central Library and City Archives’ could be housed elsewhere.

Q.2 Are there proposals to repurpose the building and find new locations for the Graves Gallery, the Central Library and City archives as suggested by Cllr Tom Hunt prior to him becoming a councillor and leader of the council?

A.2 We know there has been a delay in the progress of plans for the Graves building. The Economic Development and Skills committee adopted the Culture Collective Strategy in September 2022, and endorsed the priorities within it. This includes, working with partners to progress the future of the Grade II listed building. Alongside the assessment on the external façade, we will be bringing proposals to the relevant Policy Committees in the autumn. This will outline options for the Graves Gallery and Central Library. We know there are accessibility issues for customers and staff with the current building and these will need to be explored as part of these options.

Questions of Councillor Kurtis Crossland to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Currently, only 37 buses across Sheffield provide audio-visual announcements, a crucial accessibility aid for members of the public with sight loss. The DfT has announced that audio-visual announcements will be made mandatory across Britain, with a deadline of October 2026.

Q.1 Has the MCA Board considered how it will support the introduction of audio-visual announcements?

A.1 Providing Audio Visual equipment on buses, trams and trains can have a significantly positive benefit to the accessibility of public transport. The Government's Inclusive Transport Strategy included a case study on the good work that had been done to install this equipment on the 120 route in Sheffield so it is positive that the wider rollout is now a formal requirement. Whilst the onus will be on transport operators to ensure that their fleet is compliant, colleagues at the South Yorkshire Mayoral Combined Authority (SYMCA), will be liaising with Bus Operators on the roll out of installing the equipment.

We are aware that a national fund to support smaller operators with the costs of this will be made available and I am keen that support is provided to maximise this opportunity where possible.

I have been reliably informed that due to the recent severe heat, made more likely due to climate change, several trams have faced delays due to overheating.

Q.2 How many times has this occurred in the previous year?

A.2 Answer will be sought from SYMCA, and a written update will be provided

Q.3 Has the MCA considered the likelihood of ever increasing summer temperatures and the impact of these on tram functions when planning for bringing Supertram into public ownership?

A.3 We have raised this issue with colleagues at SYMCA and confirm those instances where high weather temperatures have had an effect on tram operations. As you will be aware, due to its age, the tram network requires major maintenance across its assets, including the tram vehicles. We are working closely with SYMCA/the Mayor as a case for further investment in the tram network is developed. This is expected to be submitted to Government in the Autumn.

Ensuring our tram and wider transport network is resilient to the effects of more extreme hot weather as a result of climate change is something that is highlighted as part of the emerging 'Way we travel' Decarbonisation Routemap, and I'd like to thank you for the work you and colleagues involved in the Task and Finish group have done on the routemap.

Action will be needed and this will be delivered through our current and future infrastructure programmes. An example of this is the work we have done as a city to include complementary Sustainable Urban Drainage Systems and high quality landscaping in our transport and regeneration schemes; reducing the levels of black tarmac and improving surface water management, increasing biodiversity and reducing the heat island effect within the city.

Questions of Councillor Maroof Raouf to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 It has been 12 months since the Race Equality Commission reported. What steps have been taken to establish the legacy delivery body recommended by the commission?

A.1 See A3.

Q.2 Has the Legacy Delivery Body for the Race Equality Commission been established?

A.2 See A3.

Q.3 Have any members been proposed or appointed to the Legacy Delivery Body yet?

A.3 There is not, as yet, a Legacy Delivery Body in place but there is a clear roadmap for partners (including SCC and other key anchor institutions as named in the report) and communities to agree and implement effective arrangements to ensure a meaningful legacy from the Race Equality Commission (REC) as set out below.

One of the core recommendations of the REC was to establish a Legacy Delivery Group to monitor, review and publish the progress of race equality in the City of Sheffield. The precise form of that legacy body and the specifics of how it would function/be implemented was not described in detail in the Race Equality Commission. There is a broad commitment across the city to develop the Legacy Body but it has proved challenging to gain consensus on what the Legacy Body should look like in practice and how it should operate.

To ensure tangible progress is made, a paper was taken to Sheffield City Partnership Board (SCPB) in March which noted that there was a need for a clearly defined process to examine the available options with the aim of identifying and agreeing a workable and implementable model for Sheffield. The Board agreed to establish a Task & Finish group to undertake this work and present a recommendation back to SCPB in the Autumn of 2023 on the most appropriate model for the Legacy Body and how it should be implemented, including a transparent model for recruitment as appropriate.

SCPB agreed to appoint Richard Stubbs as the independent Chair to lead the work. Community representatives and representatives from the city's anchor institutions were appointed to the Task & Finish group.

The T&F Group is time limited and exists to help establish a clear mechanism for delivering on the city's commitment to ensure a legacy from the REC. It will not become a Legacy Body in its current form. So far it has agreed the following scope for its work:

The Race Equality Commission provided a really clear set of findings, conclusions and recommendations about the pervasive nature of racism in our city. The work of the commissioners was vitally important and the issues and injustices they documented are urgent. We want to deliver a meaningful legacy from the Race Equality Commission which makes a difference for people and communities in our city. We will do this by building arrangements which:

- Help everyone in the city to understand what progress we are making, as a city, against the recommendations in the Race Equality Commission report, and what impact this is having on people's lives.

- Identify what we are doing well and what we need to do better, and sharing learning across the city.
- Allow us to regularly reviewing progress and keeping our focus on delivering the change people want to see over the short, medium and long term.

This will help us to build trust between our diverse communities and the organisations that serve them, and to keep our promise to become an anti-racist city.

It has also put the following project plan in place:

Phase 1 (June to August)–Developing an implementable and workable proposal (or proposals) – working with finance, legal, governance and HR experts drawn from the anchor institutions, and drawing on the knowledge and expertise of the T&F group.

Phase 2 – (September) - Consulting & Engaging on the proposal(s) – engage the community reps in testing the proposal with their networks of stakeholders and communities.

Phase 3 - (October) – Agreeing the final proposal – Feedback from Phase 2 will be collated and analysed. The T&F group will consider the outputs and determine a final recommendation for SCPB to consider in November

Questions of Councillor Ruth Mersereau to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 In his blog (number 157), South Yorkshire’s Police Commissioner, Alan Billings states that his attempts to reason with senior councillors and officials were rebuffed and that he called for a political resolution to the Street Trees dispute several times – where are these conversations minuted or recorded?

A.1 Throughout the street tree dispute, the Police and Crime Commissioner was a strong and consistent advocate for a political rather than a law enforcement solution to the dispute. His advice should have been heeded.

The Inquiry made clear that the Council placed the police in an invidious position during the dispute. At times the Council placed undue pressure on the police and did not do enough to find alternative solutions to the dispute or to play a visible role on the streets during protests. A formal apology from the City Council has now been made to the Police and Crime Commissioner and the Chief Constable, and to their officers and teams.

All of the material that the council holds in relation to the street trees dispute is held in the street trees archive. Chapter 4.3 of Sir Mark's report outlines the role of the Police in the dispute.

Q.2 Do you agree with the PCC's statement that the Sheffield Trees controversy was "blown out of all proportion", and that it's now "time to move on"?

A.2 The PCC's blog states that "*the Sheffield Trees controversy was a traumatic time for the city of Sheffield, considerably damaging the reputation of the city council and upsetting many residents*". I agree with this and think the response to the street trees dispute has been proportionate. It was right to commission Sir Mark Lowcock to undertake a full inquiry and his report sets out clear findings and recommendations that allow us to move forward.

At the Strategy and Resources Committee meeting on June 19th, a report was unanimously endorsed that set out how the Council will act on all of the recommendations from the Sheffield street trees Inquiry. The Council aims to ensure that the lessons are learnt and systematic change is made across the organisation to ensure that a dispute like this does not arise again in any service for which the Council is responsible. As the new Leader, I am committed to working with cross-party members and officers to making these changes to rebuild trust, to change the culture of this organization and to move forward together.

Questions of Councillor Henry Nottage to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 Do you support the government's proposal for investment zones?

A.1 We welcome exploring all opportunities to boost growth, deliver houses and spread opportunity.

To maximise the full economic potential of Sheffield we need significantly more finances and powers and government needs to match our ambitions to deliver secure, sustainable, connected neighbourhoods, and create the high-skilled, high-waged dynamic local economy we aspire for.

The new investment zones have the opportunity to lay down a marker for how clean, inclusive, growth could and should be delivered in Sheffield. This could leverage crucial investment in the east of the city, for new housing, transport, infrastructure and open spaces.

The Investment Zone should support our university business plans and key partners such as the Olympic Legacy Park and Advanced Manufacturing

Research Centre to develop research, innovation, advanced manufacturing, digital, health and technology business opportunities. This will enable high quality jobs, skills and training opportunities and SME/supply chain benefits for Sheffield and the region.

Q.2 What safeguards are there for the natural environment in Sheffield?

A.2 We are committed to protecting our environment and reaching the city's net zero goals. We are delivering a 'brownfield first' approach for sites to develop, whilst leaving the Green Belt free from development. We do not want existing ecological and wildlife protection undermined in any way, nor any outcomes which will harm the city's goal of reaching net zero by 2030 or the environmental plans being proposed within the draft Local Plan. We have been very clear with government about this.

Questions of Councillor Cllr Brian Holmshaw to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 The Corporate Opportunities Register was agreed at full council on 1 June 2022. It was agreed that this 'be in place within 6 months, kept up-to-date by Executive Directors, and reported regularly to the relevant committee': ie the Strategy and Resources Committee. Can we have an update on how it has been used since then?

A.1 See A3

Q.2 How many reports has the Strategy and Resources Committee received on the Corporate Opportunities Register?

A2 See A3

Q.3 Is there an agreed methodology across the council to make use of the Corporate Opportunities Register to draw in additional funding to the council, and forge new relationships with partner organisations?

A.3 The Corporate Opportunities Register proposal was agreed at Full Council as a counterbalance to the Corporate Risk Register (which is a key part of corporate governance to help large organisations like ours identify, manage and mitigate risks). The Corporate Risk Register is considered regularly by Audit and Standards Committee.

There was some initial work undertaken to look at options for a Corporate Opportunities Register but this initial work has unfortunately not been progressed further due to the capacity limits on a relatively small corporate team that are leading key strategic projects for the city and the council

(including City Goals, Corporate Delivery Plan, Cost of Living response, Six Month Review of the Committee System). Officers have apologised that this request has not been prioritised in work plans.

Further discussion is needed in order to carefully define the purpose and scope and accordingly, consider how we identify appropriate capacity within our corporate and directorate resources to a) administer a Corporate Opportunities Register (researching, updating, reporting to relevant committees); and b) responding to, agreeing and taking action on the opportunities identified. One option could be to make discussion of opportunities a core part of Committee work-planning – this would enable members and officers to highlight opportunities by policy committee which could then be compiled into a corporate register for regular consideration by Strategy and Resources Committee.

It is suggested that the Strategy and Resources Committee consider whether the development of a Corporate Opportunities Register should be included on their work programme for the 2023-24 municipal year.

Q.4 What is the future timescale of meetings for working with the Joined Up Heritage Partnership Board in Strategy and Resources Committee?

A.4 Following the unanimous support of Labour's Full Council Motion in February 2023 to adopt the Heritage Strategy, the Director of Economy, Skills and Culture has met with members of the Heritage Partnership Board to discuss the motion and assess how the Council is currently supporting the delivery of the Heritage Strategy. This includes reviewing all the actions within the strategy where SCC action is needed. This group agreed on the following approach;

- That the Director of Economy, Skills and Culture would pull together a number of workshops with officers across the council to identify further key actions the Council can take to support the delivery of the strategy.
- That Officers and the Heritage Partnership Board would work on a joint committee report to come to Strategy and Resources Committee in the Autumn, after this work has taken place. This report will give details on progress and establish a co-developed programme of actions (through the workshops) which will drive forward the implementation of the Heritage Strategy for Sheffield.

Q.5 Who is leading on this work?

A.5 From Sheffield City Council, the Director of Economy, Skills and Culture (Diana Buckley) is leading the initial phases of the work, bringing in support from other colleagues across the council including culture, planning, property, regeneration, communities teams etc. Cllr Janet Ridler, as the council's heritage champion, will play a leading role in this work.

The report outlined above, will also look at how Heritage is led and embedded in various Council services moving forward.

Q.6 Will the future investment strategy around Sheffield's existing 38 Conservation Areas form part of this work, or is this a separate piece of work that the council is working on?

A.6 The City Council is developing an Investment Strategy which will link together the numerous investment opportunities that make Sheffield such a strong proposition. The role our heritage will play in this is key, and it is recognised within the adopted Heritage Strategy that our heritage is a real driver for investment. We have seen incredible schemes continue to be delivered across the city with heritage at their heart. Our conservation areas, which are both diverse and beautiful in character, form a key part of these assets.

Questions of Councillor Alexi Dimond to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 Do you believe in equal pay for equal work?

A.1 Yes

Q.2 In terms of time and commitment, what is the difference between the role of a Spokesperson and a Deputy Chair under the Committee System?

A.2 The roles are currently constituted as different roles. The Deputy Chair has a formal role in chairing meetings of a policy committee in the absence of the chair. The Group Spokesperson is a political appointment to act as a spokesperson on matters within the remit of a committee for which that party holds neither the Chair nor Deputy Chair.

Q.3 Do you agree that the inequity of the Spokesperson role being expected to do equal work of a Deputy Chair without any compensation disadvantages those on low incomes who need to work and is therefore discriminatory?

A.3 This matter has been considered by Governance Committee during the 6 month review of the committee system undertaken last year. The issue of whether Group Spokespeople should be remunerated via a Special Responsibilities Allowance was considered by the Independent Remuneration Panel (IRP) in February. At that point the IRP concluded that this was not something that they would support.

The Governance Committee has agreed to look further at this matter as part of its work programme for the year ahead, including the possibility of resubmitting this issue to the IRP for further consideration.

I do not believe the public would be accepting of councillors paying themselves above what an Independent Panel recommends and we must take our steer from them accordingly.

Questions of Councillor Bernard Little to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Sheffield City Council's Leisure Strategy. What will be done to:

Q.1 Ensure that all leisure facilities should be physically accessible for all?

A.1 I have been clear that the plans need to deliver a modern, accessible leisure facilities across the city, with access and affordability at their heart.

The new operator agreement will be legally binding and within the documents, SCC has stipulated as a condition that the facilities and services must be accessible for people with disabilities as per the Equality Act 2010. The Council will also consult the Access Liaison Group regarding investment plans for existing new facilities and ensure that feedback received is included in final designs.

In addition, the Active Communities Service will be focused upon the delivery of and support for activities outside the facilities and in a local community setting in order to make them more accessible to priority groups. The new operator will be required to produce an Active Communities Delivery Plan which will include a range of activities in indoor and outdoor settings within local communities. Activities are expected to span a full spectrum of potential opportunities for movement amongst local residents, e.g. exercise, fitness, sport, play / games, dance, walking, cycling etc.

The new operator will be required to work in partnership with a range of local strategic partners and local providers to develop and deliver the Active Communities Delivery Plan. This may include, but is not limited to, Public Health and NHS services, local charities, community organisations, sports clubs, schools etc.

Examples of current community activity work taking place across the city include:

- Example 1 – Education – Arches School Sport Partnership – working in partnership to improve in-school and after-school sport and activity opportunities in the most deprived areas receive reduced venue hire in the S6 area.

- Example 2 – Healthcare – Burngreave Surgery – delivering fitness classes and activities in surgery gym.
- Example 3 – Community Action – Club 313 – providing a range of activities for men and women living in Darnall at EISS as a reduced rate.
- Example 4 – Education – Fir Vale School – successful grant application for the school to deliver new range of after school activities for the local community

Q.2 Ensure ticketing arrangements allow people from all backgrounds can; travel to, attend and provide a range of discounts and subsidies to disadvantaged groups including free access for those on low or no income and refugees?

A.2 For Leisure Procurement including Golf Courses: The new Leisure Operator will be free to set prices for all activities, services and memberships providing that a concessionary scheme is offered at the facilities and for the Active Communities Services. The pricing scheme shall be designed to encourage usage and attendance by all sections of the wider and local community supporting delivery of SCC’s strategic objectives, and the Sport & Leisure Strategy objectives.

It is worth highlighting that each year the Operator will submit its pricing scheme for SCC approval.

Within the tender documents we have addressed the concessionary pricing scheme requirements and detailed the minimum discount on standard pricing for the concession group, ie members of the household being in receipt of a range of benefits, such as, Council Tax Support/Universal Credit/Housing Benefit/DLA (not limited to).

Children looked after by the local authority (looked after children) will receive free access. The tender documents do not specifically identify refugees but they will be able to access venues as either looked after children or with concession discounts.

The new Operator Partner will work with SCC regarding advertising and promoting the concessionary scheme to ensure maximum take up.

Q.3 Ensure that tickets sold to secondary agencies are secure and not sold at inflated prices?

A.3 For Leisure Procurement including Golf Courses: SCC has specified that the Leisure operator will, working with the Authority’s Event Team, actively procure, promote and deliver major sporting events/special events across the facilities. The Operator shall consult in advance with the Authority’s Events Team on the procurement of any event. No commitment to any regional or national event should be made by the Operator without the prior

written approval of the Events Team which will ensure a collaborative working partnership for Sheffield's leisure venues and international sports venues.

Q.4 Ensure Sheffield City Council maintains control and accountability of ticketing?

A.4 For Leisure Procurement including Golf Courses: answers are provided in Q2 and Q3.

For Entertainment (Arena and City Hall): The Council does not currently control the ticketing operation at the Arena or City Hall. Sheffield City Trust currently have a contract with Ticketmaster who manage the ticketing operation at their venues on their behalf.

The majority of events at the Arena will be on the basis of a 3rd party promoter hiring the venue from the operator. The promoter will then set the price of tickets to the events. Depending on the hire deal made, the Operator may have a very small allocation of tickets to sell, but importantly they may only sell these at the ticket price set by the Promoter. As a result it will be difficult to offer specific discounts or subsidies to events. At the City Hall there may be a greater opportunity to explore these discounts, where the scale of venue/ profile of event/ risk of selling tickets lends itself to an Operator having a greater allocation of tickets to some events. However it should be noted that offering discounts will directly impact revenue generated and therefore directly impact the deal that the Council would like to achieve.

As stated previously the Operator will not be in control of ticket sales, and therefore are not in control of those that may end up on secondary ticketing sites, and sold on, therefore we will not be able to impose restrictions on them.

Q.5 What are the lessons that have been learnt from the low maintenance of leisure facilities and infrastructure?

A.5 The Council has faced 13 years of austerity, with significant funding cuts and a consequent increase in the maintenance backlog across the Council's asset base. This is also true for the Council-owned facilities that are leased to Sheffield City Trust (SCT). Our detailed financial planning means that we will set aside a significant amount of money each year to keep our facilities in top condition. This means they will remain sustainable for much longer. We know that these ageing facilities are hampering our efforts to meet net zero targets and must be addressed as part of efforts to tackle the climate emergency. New facilities will also help to deliver against the Council's commitment to the climate emergency by improving the environmental sustainability of facilities and we'll be looking at ways to do this, such as by designing additional heat pumps and solar systems and low carbon energy packages.

Q.6 What will be done to make sure that interest in promoting all events (local, regional, national and international) are generated so that attendance and viewing is maximised?

A.6 See question 3 for Leisure Venues.

The Entertainment Operator will be actively promoting all events on their communication channels – social media, email alerts, website etc. alongside the act/ event organiser and promoter. The operator will be pushing all events, as securing a higher attendance/higher number of ticket sales is essential for the profitability of the venue as one of their key revenue streams are secondary spends within the venue, and therefore need as many people coming to events as possible.

Q.7 How will the Leisure Strategy incorporate Sheffield Net Zero targets?

A.7 The Leisure Operator has a requirement to ensure that the Facilities are operated in an environmentally sensitive and sustainable manner to reduce energy consumption, minimise chemical usage, recycle appropriate non-hazardous waste and contribute to the delivery of the Authority's policies for climate change and ambition for net zero carbon by 2030. There are a number of obligations the operator will commit to, such as, work towards zero to landfill waste contract, annual waste management plan, increase recycling, reduce carbon footprint and reduction of energy consumption (not limited to). The operator will produce and implement a Green Travel Plan to increase the number of people utilising green forms of travel.

The Operator shall have a clear environmental and energy management policy in line with the Authority's ambition for net zero carbon by 2030 and implement effective operational practices that have a demonstrably positive effect on the environment.

The Environmental and Energy Management Plan will be updated with mutually agreed new targets on an annual basis. The Operator must fully comply with any environmental audit carried out the Authority or external agencies.

The Operator will work with SCC and be committed/responsible for energy management and the efficient use of energy throughout its operations. It also recognises that good energy management helps to protect the environment by conserving natural resources and reducing harmful emissions. The Operator shall take account of, and comply with, SCC's policies on climate change which set out the Authority's net zero carbon by 2030 emissions.

Questions of Councillor Paul Turpin to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 How many Councillors are yet to complete Equality Diversity and Inclusion (EDI) training?

A.1 Elected Members have attended a range of training and development opportunities on equality, diversity and inclusion over the past year.

Officers are in the process of bringing together the data we hold on this and will provide a detailed response on the numbers of Members attending the various types of training as soon as possible, with a likely timescale of 14 days.

Q.2 Can you explain why SCC cleaning staff are paid only the minimum wage and not the Real Living Wage, yet SCC claims to be a Living Wage employer?

A.2 From April 2023, the National Living Wage of £10.42 per hour applies to all workers aged 23 and over. The Real Living wage is a voluntary scheme that is operated by the Living Wage Foundation, and it calculates a real living wage for anyone living outside of London as £10.92 per hour.

This group of employees that transferred to the council are already on the real living wage of £10.92 per hour.

Sheffield City Council is a real living wage employer, having signed up to the voluntary scheme. This background information is intended to be helpful and confirm that this group is already receiving the real living wage.

These employees joined SCC through a TUPE transfer in Dec 2020 and our efforts now, are to bring them on to our standard terms and conditions on scale point 2. Pay is just one element of terms and conditions when looking to bring parity to employment contracts following a TUPE transfer in.

An agreement between GMB and the Council has now been reached— which will see the Sheffield Council cleaning team receive payment. Discussions will now continue about bringing the staff onto the Council pay scale and Council terms and conditions.

I want to place on record my thanks to council officers and the GMB for their work in getting to this solution.

Question of Councillor Ruth Milsom to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

- Q. On 05 July, we should all celebrate the 75th birthday of the NHS. And this whole council should applaud and expresses our deep gratitude to all NHS workers.**

The founding principles of the NHS is that it provides universal healthcare free at the point of use, and that it is not ‘charity’, but a service paid for by public money.

The 2023 annual report of Sheffield’s Director of Public Health lays bare the negative health consequences of wilful mismanagement of the NHS by governments since 2010 for the people of Sheffield, and there is a common view across political parties that a massive investment in training and recruitment is necessary, given the abject failure of all governments since 2010 to plan for NHS workforce stability, leaving the UK in the bottom rankings in Western Europe for doctors and nurses per capita.

Over the last thirteen years if the government had acted on a principle of ‘invest to save’, the health of the population, and of the NHS itself, would be significantly better today. But sadly the opposite is true.

Therefore, as Leader will you write to the government on behalf of this Council to express your concerns about the current situation of the NHS, which have been highlighted in the 2023 annual report of Sheffield’s Director of Public Health, and what action you believe needs to be taken to benefit the people of Sheffield?

- A. I would like to place on record my deepest thanks to the NHS staff, past and present, who have provided care to us all, free at the point of use, for the last 75 years. We have all benefited from their care, compassion and dedication and owe a debt of gratitude to them.**

However, to repay that debt, it is right that we do more than offer thanks. The NHS needs a workforce plan to recruit and retain health professionals, the focus should shift from treating illness to preventative healthcare to help people from becoming ill in the first place, and it needs to invest in health care in the community. The current government has failed to make these changes. I will write to the government to raise concerns about the current health of the NHS and I will highlight key lessons from the Director of Public Health’s Annual Report. His report highlights the stark health inequalities in our city and the need for renewed emphasis on health promotion and preventing illness.

Question of Councillor Richard Shaw to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)

Sheffield Stars Cycle Speedway club, based at Graves Tennis & Leisure Centre and also Cookson Park, has produced many successful cycle speedway riders who compete at national and international levels. They will be playing host to the finals of the British national cycle speedway championships this August bank holiday weekend. They have members of all ages and do outreach activities with local schools.

They are looking for support in order to improve their facilities to enable them to do more activities throughout the year. For example, they are the only club in the north of England who do not have floodlights, which limits their training to the summer months and during the winter have to train with other teams outside of Sheffield.

- Q. Would you be willing to meet with them to discuss what support can be provided by the Council to support this local sports club to even greater success?**
- A. Yes, Cllr Williams would be very happy to meet on site with Sheffield Stars Cycle Speedway Club.**

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

Q. In 2021, at the near total breakdown in the relationship between SCC and VCS regarding the adult education budget, I set up a system of regular meetings between senior officers and VCS organisations. These meetings were supposed to be minuted and recorded online to create a transparent and open record. The motive was to restart the relationship and rebuild trust in SCC. Have these meetings continued and what is the state of the relationship now?

A. In 2022 funding for adult education was devolved to SYMCA and new Performance Management and Funding Rules were introduced by them. The Executive Director of Children Services at the time met with community learning providers during the planning phase of the changeover, as providers were not happy with some details in the new rules.

The Lifelong Learning and Skills Service also took learning providers through a supportive and clear process to ensure they were fully informed about the devolution of funding and the requirements that both providers and SCC were now obliged to meet. This was to enable them to feel confident about entering subcontracting agreements with the service.

The Executive Director of Children Services also met with the CEO of the Manor and Castle Development Trust as the spokesperson for the community learning providers, on several occasions, to listen and support them through the tendering process.

The Lifelong Learning and Skills Service continue to meet with providers, particularly during the annual planning process, so that providers have a clear understanding of what is required to make best use of the available budget. This support ensures that everyone has a clear understanding of how they are part of the overall delivery plan. It also helps potential subcontracted partners to decide what their offer might be, and how to apply through the legal tender process.

Included in the planning activity is continued stakeholder engagement with community providers, LACs, including learner consultations and focus groups.

Other relationship building activity that Lifelong Learning and Skills has given to community learning providers includes:

- Supportive quality assurance visits as part of the contract monitoring process.
- Presentations to inform and support them in developing curriculum intent to meet funding and Ofsted requirements.
- Access to model policies & procedures to enable them to be contract compliant.

- Access to free CPD for their staff and tutors so they can develop quality teaching and learning practice.
- Access to annual update training each September to reduce their costs. This ensures they remain compliant in areas such as safeguarding and Prevent. It also ensures they have a thorough understanding of any changes to Performance Management and Funding Rules for the Adult Education Budget.

Approximately 25% of the Adult Education Budget is currently spent with community learning providers.

Question of Councillor Ann Woolhouse to the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith)

Q. What work is being done to develop tourism in the city, and has consideration been given to reopening a tourist information centre?

A. Marketing Sheffield undertakes a range of activity to increase the volume and value of leisure and business visitors. Since COVID they have delivered multiple projects to support the reopening of hospitality and tourism sectors.

To attract leisure visitors, activity has:

- Focused on city break campaigns to target audiences.
- Worked with national media and content creators to create national awareness campaigns.
- Commissioned new images and video for use by all stakeholders.
- Attracted events that bring visitors into the city.

To attract Business visitors, activity has:

- Focused on bidding for and winning national and international conferences.
- Grown our conference ambassador scheme which works with academics, researchers & health professionals to win conference business for Sheffield.
- Targeted event organisers through campaigns and attending trade shows.

Nationally, the use of Tourist Information Centres (TICs) continues to drop, particularly across city destinations. Furthermore, since Covid-19, attractions have vastly reduced the number of printed 'what to see' information leaflets. This is changing the way TICs which do still exist are having to work, as they are becoming more reliant on digital information. Because of this trend we have invested heavily in the *WelcometoSheffield* website to ensure that it offers a good visitor experience.

We are aware that some visitors prefer an easily available map showing

key attractions and we will be producing an updated guide. Due to resource pressures this may be limited to a downloadable leaflet, but if a printed version can be resourced we will ensure these are available at strategic touch points in the city.

We are aware that not all visitors can access content online, so we work with partners, like the Central Library and hotels to distribute printed content, where appropriate. When we hold large scale visitor events, we also recruit, train and manage a team of volunteers to welcome and support visitors.

We are in the process of developing a Destination Management Plan which will outline longer-term development opportunities. We have also applied for Local Visitor Economy Partnership status with the national tourism agency (Visit England) as part of a partnership with other SY local authorities and SYMCA. This was approved by the Economic Development and Skills Committee in June.

Question of Councillor Kurtis Crossland to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q. What work has been done to model the impact of the Sheffield College Peaks Campus closure on SEND provision in the South East?

A. The impact of relocation on high-needs learners who attend Peaks has been assessed and is being managed by Sheffield College. The existing Seven Hills and Talbot SEND provision, currently based at Peaks, will continue for the 2023/24 academic year.

Question of Councillor Ann Woolhouse to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q. When was the Council first made aware of the closure of the Peaks Campus?

A. Officers were made aware that Sheffield College were considering consulting on relocating provision from Peaks in February 2023.

The possibility of the College deciding to relocate from Peaks was subsequently discussed in an all-party briefing with elected members in February 2023. At this stage, the College's intent was still tentative. Sheffield College decided to proceed with consulting on relocating from Peaks during the PERP period, this decision was taken solely by the College. Sheffield College then launched their consultation on the 10th May 2023.

The outcome of the consultation, and subsequent College decisions relating to Peaks, were communicated to the Local Authority when the College published this on the 7th June 2023.

Questions of Councillor Marieanne Elliot to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q.1 When did the Council last carry out an evaluation of the effectiveness of Learn Sheffield?

A.1 There is an ongoing process of evaluating effectiveness through regular and frequent contact between Officers and colleagues from Learn Sheffield. At least monthly meetings take place between members of the Education and Skills Senior Leadership Team, and previously, members of the commissioning team, and Learn Sheffield. In addition, there is regular contact between different team members to ensure effective

implementation of the services which Learn Sheffield are contracted to deliver.

Over a period of time, Learn Sheffield has supported schools across the City to improve. In 2019 82.3% of schools were graded as good or outstanding by Ofsted. There are now 88.7% of schools which are good or outstanding which is now above the national average. This improvement of 6.4% over 4 years compares favourably with the national comparator where the increase was 2.4% over the same period.

All maintained schools have received a core level of support from Learn Sheffield and many then buy additional improvement services. Currently, 91.2% of schools and academies in Sheffield buy additional services from Learn Sheffield rather than from other providers. The number of schools buying additional services has increased by 1.6% during the last 4 years and is now at the highest level since these services were introduced. This level of confidence in Learn Sheffield by schools is reflected in feedback that schools provide directly to officers.

Q.2 What information does the council hold on the diversity of Learn Sheffield staff?

A.2 SCC does not hold this information and Learn Sheffield don't report on diversity of their staff, however, the list of Learn Sheffield team members is here:

<https://www.learnsheffield.co.uk/About-Us/The-Team>

Q.3 What steps has Learn Sheffield done to implement the recommendations of the Race Equality Commission?

A.3 Learn Sheffield has a wide Racial Equity Programme that provides training and resources which has been funded in part by Sheffield City Council as part of the Education Strategy.

SCC recognises that more needs to be done, though, to achieve the recommendations of the Race Equality Commission and the newly appointed Strategic Director of Children's Services will lead a refreshed approach to working with schools and Learn Sheffield to ensure that we truly become an anti-racist city.

Questions of Councillor Paul Turpin to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q.1 When did SCC last audit School Governor boards?

A.1 Governor services are provided by Learn Sheffield as part of their subscription offer. They are not directly contracted for by SCC.

The information below is taken from the Learn Sheffield database of school governors who subscribe to the Learn Sheffield service and/or consent to share their information. The figures below are based on 144 schools. We have partial data or no data on some schools – the Learn Sheffield service is a subscription model and schools who do not subscribe are not obliged to share their governor data with Learn Sheffield. Learn Sheffield data may not be the same as the publicly held data on Get Information About Schools, which is directly updated by schools.

The data includes maintained schools, academy trust boards and academy local governing boards.

Individual governing bodies are now statutorily responsible for determining their size and structure, within the bounds of national guidance. They are, also, determine how they are supported and where they seek professional advice. With this shift in responsibilities the Council ceased to provide support for governing bodies and, in turn, to maintain a membership register for each governing body. We will be working with Learn Sheffield to assess the make up of Governing Bodies in order to meet our commitment under the REC to support schools to ensure that staff, leaders, and governors are more reflective of the communities which they serve.

Q.2 What is the population of governing boards in Sheffield in terms of:

- a) Smallest number of governors**
- b) Largest number of governors**
- c) Average number of governors**
- d) Gender**
- e) Race**

A.2 Smallest number of governors: The smallest number of governors on a board for which Learn Sheffield have reliable records is 6.

Largest number of governors: The largest number of governors on a board for which Learn Sheffield have reliable records is 20.

Average number of governors: The average number of governors in post is 8.8. The average size of boards including unfilled vacancies is 11.8.

Gender: see below.

Race: see below.

Learn Sheffield do not collect race and gender information at this time. However, the Learn Sheffield 'GovernorHub' system has a new feature which allows governors to anonymously and voluntarily share personal information via their personal profile on the system, including gender and race, so that this information can be published in an anonymous report on the school's website to meet the new requirement to publish information on Equality, Diversity and Inclusion.

This is a very new feature (announced this month) and Learn Sheffield will be engaging with governing boards in the coming period to explain the benefits of this system in enabling governing boards to publish this information. The system also provides local context data 'Local Insights' to boards (drawn from the 2011 census) so that boards can view and reflect upon the makeup of their local community in considering whether their governing board is representative of the community.

Q.3 What is the diversity of the education department in SCC?

- a) Gender
- b) Race

A.3 Data provided by SCC HR:

Disability Group	
Yes	12%
No	88%

BAME	
BAME	16%
White British	84%

Sex	25 and Under	26-35	36-45	46-55	56-65	Over 65
Female	2.86%	16.10%	30.13%	29.35%	21.30%	0.26%
Male	5.04%	17.65%	31.09%	20.17%	25.21%	0.84%
Grand Total	3.37%	16.47%	30.36%	27.18%	22.22%	0.40%

This table gives the percentage gender split within the category (e.g. Asian/Asian British).

Gender Split by Ethnicity	Female	Male
Asian/ Asian British	73.68%	26.32%
Black/ Black British	83.33%	16.67%
Mixed/ Multi Heritage	76.92%	23.08%
Other Ethnic Group (Including White Other)	68.75%	31.25%
White British	77.26%	22.74%
Prefer not to say	40.00%	60.00%

This table gives the percentage gender split as part of the overall Education & Skills service.

Ethnicity Split by Gender	Female	Male
Asian/ Asian British	3.74%	4.31%
Black/ Black British	2.67%	1.72%
Mixed/ Multi Heritage	2.67%	2.59%
Other Ethnic Group (Including White Other)	5.88%	8.62%
White British	84.49%	80.17%
Prefer not to say	0.53%	2.59%

Q.4 With the number of schools maintained by the LA steadily diminishing – some forced by Ofsted and some jumping ship due to a lack of support - what is SCC doing to ensure our schools feel wanted, supported and cared for by SCC?

A.4 The DCS has hosted weekly afternoon meetings with Head Teachers from across the localities to engage with their concerns and ensure they are listened to and supported. Schools across the city are supported by over 80 different Local Authority services (see Education and Skills Service - Directory for Schools and Educational Settings), plus commissioned activities through Learn Sheffield. SCC has recently recruited a new Assistant Director for School Effectiveness and are in the process of recruiting a permanent Schools Advisor whose primary focus is to work with Head Teachers to provide support and challenge to our maintained schools.

Q.5 At what point will SCC no longer be a provider of education for children?

A.5 SCC will be a provider of education while there continue to be maintained schools. SCC also hold statutory responsibilities for education across Sheffield in schools and academies and will continue to meet these. In Local authority-maintained community schools, the LA employs the school's staff, own the school's land and buildings, and has primary responsibility for deciding the arrangements for admitting pupils. However, many legal and statutory responsibilities are statutorily delegated to individual schools and

governing bodies and the governing board is the school's legally accountable body. It is accountable for the individual school to the local authority and, if relevant, the diocese or relevant religious body. It has a strategic oversight role.

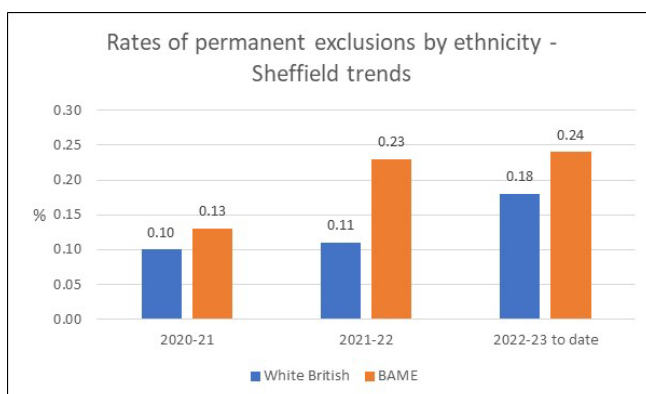
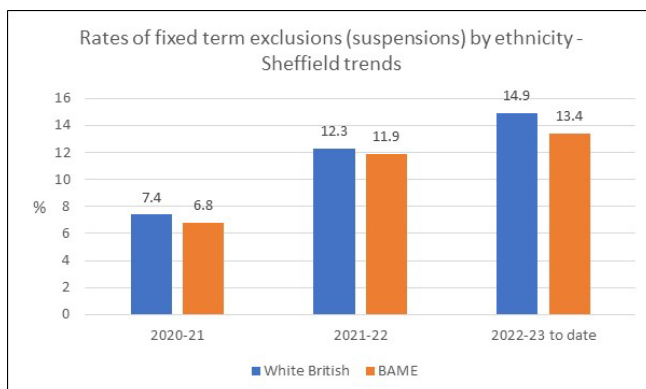
Q.6 Adding the REC to the ECF work plan is welcome but what has the education dept done so far to be proactively anti-racist?

A.6 Learn Sheffield have a comprehensive Racial Equity Programme that provides training and resources which has been funded in part by Sheffield City Council as part of the Education Strategy. During school visits SCC senior leaders discuss and promote support to assist schools understand and address racism. The Race and Inclusion Group have a detailed action plan to address issues of race and inclusion across the directorate and they report to the Education and Skills senior leadership team on a monthly basis.

SCC recognises that more needs to be done, though, to achieve the recommendations of the Race Equality Commission, and the newly appointed Strategic Director of Children’s Services will lead a refreshed approach to working with schools and Learn Sheffield to ensure that we truly become an anti-racist city.

Q.7 What is the percentage of students excluded from school in Sheffield each year who are BAME?

A.7



Questions of Councillor Talib Hussain to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q.1 How many housing repair complaints have you received from Northeast LAC area in the last two months?

A.1 There have been 135 repair formal complaints received during April and May 2023 from the Northeast LAC area.

For context citywide we received 552 repair complaints during this period. For information the breakdown across Local Area Committees is as follows:

LAC	Number of Repair Complaints
Central	44
East	84
North	88
North East	135
South	94
South East	78
South West	16
No data	13
Grand Total	552

Q.2 How many of those complaints received in the last two months have been resolved?

A.2 Of the 135 repair complaints received for North East LAC in the last two months, 113 have been resolved. This equates to 83.7% of complaints resolved.

Q.3 Of the repairs that are pending resolution from the last two months, how many are expected to be completed within the:

- a) Next month?
- b) Next two months?
- c) Next six months?

A.3 All of the remaining 22 complaints are due to be resolved within the next month.

Q.4 How many repairs, or requested interventions are related to Black Mold?

A.4 Of the 135 repair formal complaints, 22 related to damp and mould. It is worth noting that during the same period the service received 617 repair service requests, as distinct from complaints, in relation to damp and mould.

Q.5 How many repairs, or requested interventions are relating to defective plumbing?

A.5 Of the 135 complaints 14 related to defective plumbing.

During the same period the service received 4,908 repair service requests in relation to leaks (excluding working at heights).

Q.6 How many repairs, or requested interventions are related to roofing issues?

A.6 Of the 135 repair complaints 22 related to roofing issues.

During the same period the service received 1,508 repair service requests in relation to roofing.

Q.7 Do we have information on the average fuel bills for Council Housing across the Northeast LAC area?

A.7 There are 6,000 households who use community heating as their main form of heating. Each household will use their heating differently so it is not possible to provide an average that is going to be representative of all council tenants.

There are two elements to community heating that all customers pay:

- (1) A standing charge which is currently fixed at £4.90 per week, this has not changed in the last year. This charge reflects all the elements inside community heating other than the cost of gas. For example, electricity to power the boilers, IT, infrastructure etc.
- (2) A kWh charge. This is the price customer pay for their heat and hot water and the amount they pay depends on the amount consumed. This price has had to increase significantly this year due to the increases in the cost of gas.

In November 2022, the kWh price was increased from 5.69p to 12p. The consumption by property type and the average spend is as follows for the period November 2022 until May 2023.

Bedrooms	Average Spend
1	£292
2	£464
3+	£760

Q.8 Do we know what the average EPC rating is for our Housing stock in the Northeast LAC area?

A.8

Number of Properties	
EAST SHEFFIELD	5,932
A	41
B	75
C	4,757
D	1,038
E	15
F	5
G	1
Grand Total	5,932

Number of Properties	
NORTH SHEFFIELD	4,051
A	1
B	35
C	2,919
D	1,064
E	21
F	11
Grand Total	4,051

City Wide	Count of SAP Band
A	228
B	802
C	30,472
D	6,718
E	117
F	44
G	7
#N/A	88
Grand Total	38,476

Q.9 How many properties will reach EPC rating C within the next three – six months?

A.9 At this point in time, it is anticipated that approximately 100 non-traditional properties will benefit from retrofitting external wall insulation through the recently awarded Phase 3 External Wall insulation programme over the next 6 months . Tenders for Phase 2 (to repair and insulate the Airey type properties) have been received and the contract will be recommended for award in July for a Start on site in September 2023. We will be able to provide number of properties that will achieve EPC C soon once contractors' programmes have been approved by CDS officers.

Questions of Councillor Shaffaq Mohammed to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q.1 What is the current number and percentage of void council properties?

A.1 Total number of voids as at 31st May 2023 is 968. This equates to 2.5% of all council housing stock. (Note overall stock figures 38,700). Of the 968 properties that are void, 196 properties require capital upgrade/improvement works which we are intending to complete whilst the property is void. A further 353 properties are going through our lettings process which includes advertisement, matching new customers, customers viewing and signing up to start a new tenancy.

(a) How many would be made available to let if the current target of 2.5% were met?

Current performance is 2.5% of stock is void so 37,732 properties are available to let.

(b) Similarly, how many would be made available to let if a target of 1.5% were met?

We performance was 1.5% of stock we would have 581 properties void so would have 38,119 properties available to let.

Q.2 How many void properties have been repaired and made fit to let over the last three months?

A.2 763 voids properties have been repaired and made fit to let over the last three months (March – May 2023). The current % is 2.91%.

Performance on completing void property repairs has improved, from an average of 80 days in April 2022 to 37 days in April 2023. This figure includes all repairs to voids, including major works and capital repairs.

Q.3 What is the current average time for a void property to be relet?

A.3 The current average time (at end May) citywide is 55.5 days.

Questions of Councillor Richard Shaw to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q.1 How many council-owned garages are currently vacant? Of which, how many have been vacant for more than 12 months?

A.1 We currently have 3,839 vacant garages of which 596 are vacant unavailable as they will be waiting on repairs or investment to bring them up to a lettable standard.

1,505 garages have been vacant for more than 12 months.

Q.2 How many council-owned garages have been, or are due to be, demolished during this municipal year?

A.2 There are no garages that are due to be demolished in this financial year.

Q.3 How long is the current waiting list for a council-owned garage? Of which, how many people have been on the waiting list for more than 12 months?

A.3 Unfortunately, there is no waiting time we can respond to. Most people when they ask to go on the list have a particular site, or in many cases an individual plot/garage in mind and are waiting for it to become available.

There are currently 886 people on the waiting list of which 744 have been on the list for over 12 months.

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

Q.1 How many council houses on a monthly basis in 2022/23 have been available to let on average?

A.1 On average 54 properties are advertised in each weekly bidding cycle.

Q.2 How many residents are currently on the bidding list for council properties?

a) How many of those are in a priority band? Please subdivide this information by bands A-C.

A.2 There are 22,338 households on the register.

Out of 22,338 households, 881 have a priority award and are in Bands A-C.

The breakdown is as follows:

Band A = 25

Band B = 614

Band C = 242

Q.3 What is the average time for priority band bidders to get a council house?

A.3 Band A - 113 days

Band B - 194 days

Band C - 191 Day

Q.4 In 2022/23, how many priority band bidders ended up in emergency accommodation?

A.4 Households may be placed into emergency accommodation in different circumstances and not all will be awarded priority rehousing. These include households who are homeless, tenants who are unable to return home due to an incident and are waiting rehousing or a decant. It is also possible a household may need emergency accommodation for a short period of time and move out whilst retaining their priority rehousing status. There are some households in emergency accommodation who as part of their assessment are not awarded priority rehousing and are supported to secure alternative accommodation. Due to this it is not possible to say how many households placed into emergency accommodation had a priority award. However, we are able to advise on the number of households placed into emergency accommodation last year (for any reason) as below:

- 1,392 households were booked into emergency accommodation such as a hotel or B&B.
- 635 households were placed into temporary accommodation either on our sites or in a dispersed property. Many of these households will have initially been placed into a hotel before moving to temporary accommodation.

Q.5 What was the average time for families in emergency accommodation to get a council house in 2022/23?

A.5 We are not able to provide a length of time it takes for a family placed into emergency accommodation to be rehoused into a council property. This is because not every family will be rehoused into social housing and may not always be in emergency accommodation. However, from the date a decision on any duty owed is determined and priority awarded to those families who are eligible it is included in the length of times given in question 3. Dependant on a families circumstances they may be in any of our 3 priority bands.

Question of Councillor Shaffaq Mohammed to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. Has an economic impact assessment been carried out over the proposed 12 hour bus lanes enforced by red lines and ANPR cameras along Ecclesall and Abbeydale Road? In particular, the impact on independent businesses and shopkeepers.

A. As part of my role, I have met with a number of traders on both Ecclesall and Abbeydale Roads and will continue to do so over the coming weeks and months.

Before any decision is made on the changes to bus lane operating times or the introduction of red routes on Ecclesall Road or Abbeydale Road we will be considering the implications of any potential changes very carefully. This will include an assessment of the benefits and impacts of potential changes, and we will be considering the implications of changes on local businesses. Any scheme developed will be considered fully by the Transport Regeneration and Climate Committee and there would be a requirement for further consultation if formal changes were supported.

I have called for an economic impact assessment to be carried out.

Questions of Councillor Shaffaq Mohammed to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Since the introduction of the Arundel Gate Bus Gate:-

Q.1 How many £60 Penalty Notices have been issued?

A.1 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.2 How many of these have been paid within the allocated time limit and how many have had additional penalties?

A.2 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.3 What is the highest number of Penalty Notices issued to a single individual or organisation?

A.3 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Since the introduction of the Clean Air Zone:-

Q.4 How many individual vehicles have paid the CAZ charge?

A.4 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.5 How many individual vehicles have paid a CAZ penalty fine?

A.5 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.6 What is the breakdown of these tickets by vehicle type? (i.e Buses, Coaches, Taxis, Private Hire Vehicles, HGV's, Vans, Minibuses)

A.6 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.7 How many of these charges and fines have been appealed, and how many of these appeals have been successful?

A.7 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.8 How many applications for financial support have been received. Please subdivide this information by:-
a) Small Businesses, Taxis, and private individuals;
b) Retrospective grant applications and pre purchase;
c) Types of vehicle.

A.8 Taxis – 876 Sheffield / 196 Rotherham (Hackney and PHV)

Private individuals – 738 Sheffield / 84 Rotherham

Pre-purchase - 4103

Types of vehicles: -

LGV/Minibus – 2,795 391

Hackney – 484 46

PHV – 588 202

HGV – 198 29

Coach – 381

Bus - 95

Given that the size of business is not one of the criteria required for the financial assistance scheme we are not able to provide information on how many ‘Small Businesses’ have applied for support.

Q.9 How much funding is available for financial support, and how much of that remains unallocated?

A.9 Total funding awarded for financial support is £17m with £8m stretch funding held by Government to apply for if/when the awarded funds are over-subscribed. Spend/committed funding figures at this stage are misleading as a lot of applications are in process but not at the stage of having a confirmed a committed value, particularly given that the actual amount of support available depends on a number of factors related to the replacement or upgraded vehicle applicants choose. Committed / spend to date is approximately £906k. Forecasts indicate that this figure will increase significantly over the next few months and therefore we have already started discussions with Government re-accessing stretching funding for some vehicle types.

Q.10 How much income has the Clean Air Zone generated in charges and fines?

A.10 We have a legal and moral duty to improve air quality in Sheffield. Dirty air in Sheffield results in 500 deaths every year. I am sure that you will agree that action was needed. It is also worth reiterating that this was a legal directive from government.

Written answer to follow, pending conversations with the Chair of Waste and Street Scene, who’s committee oversee PCNs.

Q.11 What support does the Council provide to charities which are required to enter the CAZ, and how does this differ to other cities CAZ such as Bradford?

A.11 Sheffield City Council (SCC) and Rotherham Metropolitan Borough Council (RMBC) are acting under a Ministerial Direction from His Majesties Government. This required the Councils to achieve legal limits for nitrogen dioxide compliance in the ‘shortest possible time’ and no later than 2023. Government approves the local exemptions that can be offered, they require evidence that these will not delay achieving compliance – this will vary for each CAZ area dependant on local circumstances.

Public consultation relating to the Sheffield and Rotherham proposals was undertaken in Autumn 2019 and Winter 2021, the documents can be found

on the Council website. Feedback from consultation and from direct stakeholder engagement activities has shaped the final scheme, in particular informing local exemptions and financial assistance available to support owners to replace / upgrade older vehicles. Local exemptions are only permissible by Central Government if evidence indicates that these will not delay achieving legal air quality levels.

We do not have a broad exemption specifically for charities, this is in common with the other CAZ schemes launched and we are only aware that Bradford have included some exemptions for charities. However, several exemptions are available to mitigate the impact on community service providers and protect access to services for disadvantaged groups and individuals.

These include:

- Exemption for vehicles of not-for-profit organisations with section 19 or 22 permits
- Exemption for disability adapted coach / minibus
- Exemption for coaches / minibus providing school educational trips
- Exemption for disabled people with a vehicle that is exempt from vehicle road tax
- Exemption for a vehicle owner that has applied for financial support, passed financial assistance scheme eligibility checks but have failed the credit check

For those accessing financial support to purchase / upgrade an older vehicle a targeted exemption up to the receipt of the replacement / upgraded vehicle – to take account of potential supply chain issues.

Q.12 Any income for charges and fines is ringfenced to be spent on supporting the CAZ, promoting cleaner air, supporting active travel and public transport use, and supporting zero emission / sustainable infrastructure to improve air quality. What are your plans for the use of this income?

A.12 We will be bringing forward a programme of measures to use any surplus income from the Clean Air Zone. You are right to highlight that the first use of any income is to cover the current and future operational costs of the scheme. We are reviewing how our predicted forecasts of cost and income, which were produced when we were developing the Clean Air Plan, align with the actual costs and income now that the scheme is live.

Our Charging Order sets out the broad principles in which we will seek to use any surplus revenue generated from the CAZ., and we will be

considering a report which sets out the approach we will take to identifying and prioritising projects in line with our charging order at the TRC Committee in the Autumn 2023. This will confirm our approach to local consultation and engagement on the potential programme.

Further info:

- Sheffield's CAZ Charging Order, Annex 5 describes the approach and how net funds could be applied (in line with the Transport Act 2000 which is the statutory legal instrument) - [consolidated sheffield clean air zone charging order 2023.pdf](#).
- Elected member approval will be required for any future schemes utilising income from the CAZ.
- Information on CAZ exemptions including time-limited exemptions can be found here <https://www.sheffield.gov.uk/pollution-nuisance/apply-local-exemption-or-discount-sheffields-clean-air-zone>

Q.13 On the 2nd of March, your predecessor Cllr Mazher Iqbal stated on Radio Sheffield that the red route bus lanes on Abbeydale and Ecclesall Road do not have Labour's support to go ahead at this present time. Do you agree with this position?

A.3 We all want to improve public transport in our city. Earlier in the year plans to improve bus journey times on London Rd, Abbeydale Rd and Ecclesall Rd were paused. It is right that the cross-party Transport, Regeneration and Climate committee now considers all options and it right that the views of residents and businesses are heard and taken into account.

Question of Councillor Joe Otten to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. What Equalities Impact Assessment has been undertaken of the proposed ban on new hot food takeaways?

I ask considering the likely ethnic mix of the owners, managers and workers of new hot food takeaways given particularly that these are likely to add to the diversity of cuisines available to local people.

A. Firstly, this is not a ban on new hot food takeaways. The Liberal Democrats are fully aware of the regulations which were agreed at Full Council. The policy is an opportunity to obtain a level of control and fulfil our responsibility to protect child health, and has been taken following the clear advice of the public health team.

Regarding the specifics of your question, an Equality Impact Assessment

and an Integrated Impact Assessment have been carried out with respect to the draft Local Plan and its related policies.

It should also be noted that Sheffield is already very well served by fast food outlets, we are in the top 20% for Hot Food Takeaway saturation in England (2019 data). Outside of London, Sheffield was the largest spender (per head) on hot fast-food takeaways in 2019.

Personal decisions are not made in a vacuum, they are made in the context of the wider environment in which we live, and increased exposure to fast-food outlets (i.e. visibility on the high street, to and from school etc) leads to normalisation of fast foods and increased consumption of fast food. The evidence base of this is clear.

The Local Plan public consultation that was carried out earlier in 2023 and council officers are currently considering responses from the public consultation before suggesting changes to the draft Plan if deemed appropriate. If this matter was highlighted as a key issue as part of the public consultation it will of course be considered on this basis within the outlined process.

Questions of Councillor Cliff Woodcraft to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 How many officers capable of processing traffic regulation orders does the Council currently employ

A.1 The Transport Projects team is made up of multi-disciplinary traffic engineers the majority of whom are capable of making a Traffic Regulation Order (TRO) but due to current workload pressures not all officers can work on the making of orders. To answer the question as raised there are 6 permanent members of staff (2 of which are part time) and 2 agency members of staff who are capable of making a TRO.

Q.2 The Council website gives details of the green parking scheme: <https://www.sheffield.gov.uk/parking/apply-parking-permit/green-parking-permits>

A constituent purchased one of these permits and received parking fines for parking in a pay and display bay near the Children's hospital. Does the chair consider that the guidance given, both in writing on the website and link to the map, give clear guidance to those wishing to purchase and use a green parking permit?

A.2 The written online information about where Green Permits can be used does say they can be used in the on-street city centre pay and display bays, but not in other parking zones. The zones are shown on an online map.

Parking Services are engaged with the council's GIS team to create a map that will just show the city centre zone.

Drivers who have received a parking ticket and wish to appeal it can appeal either online or in writing to the address on the ticket.

Question of Councillor Kurtis Crossland to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. Following the significant rainfall Sheffield experienced in the past couple of weeks Beighton has experienced issues with flooding on the High Street, as has been the case in previous years. What steps is the Committee taking to improve flood resilience in Beighton?

A. We understand the flooding in the Beighton area on Sunday 18th June to have been to the highway due to intense rain overwhelming the highway drains, we did not receive any reports of flooded property and have verified this with a site visit.

Amey Streets Ahead's contract maintains and operates the existing highway drainage network, they will clean and repair any part of the system as required. Sheffield City Council Highways and Flood & Water Management teams have been in close liaison with Amey since the rainfall on Sunday 18th June to ensure all drains in flood affected areas have been cleared and that there were no failures or blockages in the systems.

Highway drainage systems are only designed to carry water up to a certain standard, usually based on a 1 in 30-year storm. The rainfall on Sunday 18th June saw about half a month's rainfall in approximately half an hour, even in perfect condition many drains would have been overwhelmed.

Sheffield's Flood & Water Management team has an oversight of surface water flooding to property. Flooding to property is usually defined as flooding to the habitable parts of a building and would exclude garages, outbuildings, and cellars. If flooding on highways or other land does not result in flooding to property, we cannot access grants for investigation or improvements.

Having checked on conditions in the Beighton area we have received no reports of blockage or failures of the highway drainage systems or of flooding to properties, we do not therefore have any current route to access funds or to require of our highways contract to reduce the current risk.

Questions of Councillor Steve Ayriss to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

I ask these questions with regard to Cllr Janet Ridler's work as Heritage Champion on behalf of the Committee:-

Q.1 Do you agree that the recent contractual work to Packhorse Bridge in Graves Park has highlighted failings in this Council's corporate specification process when it comes to tendering for repairs to heritage structures?

A.1 I would like to put on record my appreciation of the ongoing work Labour Councillor Janet Ridler does to support the city's heritage. It was clear that her quick actions averted a serious problem.

What this issue has shown us is the need for a historical features assets list to support future repairs and appropriate tendering.

Q.2 Do you consider that the lack of checks within the pre-contractual process about the work, the materials or any on-site meeting with the contractors in advance, allowing the contractors' apparent use of non traditional materials and methods, may have already negatively affected the necessary remedial work to this likely 14th century, stone built bridge?

A.2 We are currently seeking specialist advice from appropriate experts.

Q.3 In short, do you agree with me the work to Packhorse Bridge might at best be described as the desecration of a recognised historical structure?

A.3 It is not good enough that the work was started without the appropriate materials and methods.

Q.4 In the light of Question 2, what steps are being undertaken to have the remedial work expedited to historical, age-sensitive standards without delay?

A.4 As per Q2 specialist advice is currently being sought.

Given that the commitment to work with Friends of Graves Park and other interested parties locally to draw up a list of historic features, sensitivities, approximate ages in the park which can also describe the current state of repair and any potential future repairs needed for prioritising repairs in the park and any grant funding:

Q.5 How soon can progress be made on sharing the list with Corporate Repairs?

A.5 Work is ongoing with colleagues in the corporate repairs to collate all information to prevent similar issues reoccurring.

Q.6 What progress is being made with Corporate Repairs in ensuring in the future:

- a) **contractors are sufficiently accredited?**
- b) **the specification for all repairs to be carried out on historic stone walling or structures in the park to be written up will include those materials that would be acceptable and those that would not?**

A.6 SCC use specialist approved contractors accredited to undertake appropriate works. The completion of heritage features list will prevent future incidents.

Relevant specifications in conjunction with approved contractors will be built into contracts.

As always, written detail can be provided at any point, rather than just at Full Council meetings. Should you require further information at any point do please contact myself and the relevant officers.

Question of Councillor Douglas Johnson to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. How much officer time was spent on the Norfolk Park/Park Hill residents' parking scheme before the recommendations were voted down in the Policy Committee on 14 June 2023?

A. We do not have an accurate record of this.

Questions of Councillor Brian Holmshaw to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 In April 2022 Sheffield was the only major city to receive none of the £7 billion on offer when the South Yorkshire Bus Service Improvement Plan was rejected. Earlier this year, of the £170.6m that [makes up Active Travel Fund 4 \(ATF4\)](#), South Yorkshire received only £2.4m despite putting in a bid for £15m. This compares to £17m awarded to West Yorkshire, £14m to Liverpool and £12m to the West Midlands. Why is Sheffield so unsuccessful in comparison to other cities in bidding for national funding for its transport schemes?

A.1 Both these funding bids were submitted by SYMCA to Government. It is right that the response from Government was not encouraging. SYMCA has followed this up in discussions with the Department for Transport (wrt the BSIP) and Active Travel England (wrt ATF4) to understand what is needed to improve this situation going forward.

Q.2 Is the failure to achieve funding for public transport in Sheffield resulting in further loss of the capacity of officers to be able to apply for funding?

A.2 It doesn't prevent future SYMCA funding bids which should be more successful following its' discussions with government departments to understand how to improve this situation. We are ambitious to attract even more funding for Sheffield and will do everything in our power to support this.

Ultimately the failure of poor transport resides with central government and 13 years of underfunding which has decimated public transport in our region.

Q.3 What evidence do you have to support this conclusion?

A.3 Please see answer to Q2.

Q.4 What impact does the shelving of progressive transport plans for the city have on our ability to reach carbon zero by 2030?

A.4 It does mean that the schemes that were included in those bids will not be able to be taken forward currently, due to lack of funding. But we remain committed to public transport and active travel schemes as part of the way forward towards net zero.

Questions of Councillor Maroof Raouf to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 A consequence of cross border hiring is that Sheffield licensing authority does not have adequate powers to tackle infringements in the taxi and private hire trades operating in Sheffield, this means that enforcement efforts are impotent at best. Do you agree this is putting the public at risk and undermining the reputation of the taxi trade?

A.1 *The answer is to be provided by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten).*

Q.2 Currently any private hire vehicle, licensed by any authority, can use the bus lanes in Sheffield. Given that there is a need to improve the quality of air across Sheffield, do you agree that it would benefit the City to only allow Sheffield licensed private hire vehicles to use the City's bus lanes during the most congested of times?

A.2 Both Hackney Carriage Vehicles and Private Hire Vehicles are classes of vehicle that are authorised to use Bus Lanes in Sheffield. The regulations which define how we are able to specify and restrict the types of vehicles that can use bus lanes is based on the class of vehicle within any Traffic Regulation Order (TRO) promoted.

The intention of a TRO needs to be to facilitate a class of traffic for a valid traffic management reason. A class of vehicle is not defined by the operator or licensing authority, so for example Public Service Vehicles (Buses) are not defined by Operator and Private Hire Vehicles are not differentiated on the basis of Licensing Authority or Operator.

Therefore, any attempt to protect the local taxi trade from other competition by restricting access to bus lanes for only Sheffield licenced Private Hire Vehicles or Hackney Carriage Vehicles is unlikely to be viewed as a traffic management reason. This has previously been argued through Case Law and suggests that policy attempts to restrict taxi drivers' ability to work in certain districts will not stand up to scrutiny.

Whilst we could no longer allow PHVs, as a class of vehicle, into the bus lanes this would remove all PHVs. At the moment we do not consider that this is required from a traffic management perspective.

Q.3 Given the Labour Party supports Active Travel Neighbourhoods in other cities, do you support them in this city too?

A.3 I certainly do. However, Labour councillors believe we need to take a 'co-design' approach to future active travel and low traffic schemes so that they can really work. We want streets where everyone feels safe and can move

freely. Labour councillors have recognised the mistakes made in schemes introduced by the Greens in the 2021-22 Co-operative Executive, which have undermined confidence in active travel measures, and we want to put that right. We will consult properly with residents and businesses to ensure that schemes have wide 'buy-in' before money is spent on them.

Questions of Councillor Alexi Dimond to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 On average 32 children are killed or seriously injured by motorists in Sheffield every year, which is almost double the number of any core city. Do you agree that the Council must take all possible steps to reduce this number and make our streets safer for children walking and cycling?

A.1 Any child death or injury on our roads is an avoidable tragedy. And I fully agree that the council must continue to look at innovative and evidence-based interventions to meet our aims of lowering collisions in Sheffield, working collaboratively with partners where we can on education, engineering, and enforcement.

Q.2 In answer to my question at the Full Council in November 2022, the previous Labour co-chairs of the TRC committee said that a Road Safety Action plan “which will outline our aims and objectives in much more detail” would hopefully be in place by “early 2023”. Where is it?

A.2 We are still working on a Road Safety Action plan to outline our aims and objectives in detail - we were aiming to have this in place by early 2023, but due to other demands, this has not been possible. A key part of moving forward with this is to further investigate the data. This will help us set targets and evaluate performance. We are in the progress of expanding our capacity to finalise a well-researched and evidence-based action plan. In the meantime, we are continuing to deliver solutions through targeted educational inputs in schools, employing more school crossing patrols, targeted communication campaigns, and engineering solutions such as school streets and local safety schemes. We are striving to work collaboratively with the South Yorkshire Safer Roads Partnership and LACs to meet our aims of Vision Zero.

Q.3 Do you agree that red lines would enable far more effective enforcement of illegal parking on our roads and therefore protect children and other road users?

A.3 When Red Route restrictions are introduced, they can be enforced using camera technology. Inevitably given the constraints on Parking Services

Civil Enforcement Officer resources traditional enforcement by issuing Penalty Charge Notices for parking offences at the roadside means that it is challenging to cover all of the areas that require active enforcement across Sheffield. The ability to enforce main corridors by camera would be a significant benefit.

The hours that red route restrictions operate can be designed to ensure that parking and loading is allowed for visitors to local shops and services outside of peak times. Before any decision to introduce Red Routes is taken a statutory consultation is required.

To date we have only promoted the statutory consultation, and implemented, one section of red route restriction in Sheffield, which is on the A621 Baslow Road in Topley adjacent to Topley Primary School.

Q.4 A recent NowThen article reported that "Of the £170.6m that makes up Active Travel Fund 4 (ATF4), South Yorkshire only received £2.4m despite putting in a bid for £15m. This compares to £17m awarded to West Yorkshire, £14m to Liverpool and £12m to the West Midlands. Oliver Coppard, who has been South Yorkshire Mayor for just over a year, said on Twitter that the outcome wasn't "completely unfair" and that the region's bids have not been ambitious enough." Do you agree with this assessment?

A.4 We have significant ambitions in the city to deliver high quality and transformational active travel infrastructure. Ensuring that access to cycling and walking is considered a first choice for many more people is essential if we are to improve the health and wellbeing of our citizens and tackle transport emissions in response to the climate emergency.

Our Connecting Sheffield programme will deliver a transformational series of cycling and walking corridors that anyone from 7yrs old to 70yrs old will feel safe to use. Bringing these schemes forward to completion is a priority as is bringing forward further schemes and continued investment.

We recently submitted a scheme to develop a Mini-Holland scheme in Darnall to Active Travel England and are awaiting their response. We have had success from successive rounds of Active Travel Funding bids, and we will shortly be starting work to develop a local cycling and walking delivery plan for the city which will set out our ambitions in even more detail.

Q.5 Coppard also tweeted that "Until we are able to change our attitude towards delivery of integrated active travel schemes across SY we will continue to fall behind other regions here and abroad,". Will your attitude towards active travel delivery differ from that of your predecessor & the former Labour leadership & administrations?

A.5 Labour councillors remain committed to working closely with South

Yorkshire's Mayor Oliver Coppard to deliver the best possible public transport system for the Region, including the best possible integrated active travel schemes.

Q.6 Given that SY has lost out on millions of pounds of funding for active travel due lack of ambition, how do you propose to raise funds for vital funding for public transport and active travel?

A.6 It can't be ignored that funding on Transport in London is significantly higher than it is across the rest of England. In Yorkshire and Humber, the per capita spend is £457 and in London it is £1,212.

Whilst we will look at maximising opportunities to develop and deliver transport improvements, including those that will be required to support and maximise local growth and development, there is a clear need for Government to provide additional funding. Only recently it was confirmed that Active Travel England's budget had been cut by £200m and less money will be invested in cycling and walking improvements.

Q.7 Will you - at the very least - support a *feasibility study* into a Workplace Parking Levy for Sheffield & seek to add this to the TRC workplan as soon as possible?

A.7 This matter was discussed at the last meeting of the Transport, Regeneration and Climate Committee, as you will know as you attended the meeting as a substitute member.

Question of Councillor Mark Jones to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. I would like to thank Cllr Ben Miskell for his answer to the petition that came before the Transport, Regeneration and Climate (TRC) Committee on the issue of congestion and parking issues, with a proposal to change the traffic flow on Idsworth Road. Having spoken to him, I know that he is keen to support residents deal with this issue.

Working with my colleagues Cllr Hussain and Saeed, we would like the committee to do more to address the issues outlined in the petition. The response to the petitioner at the last TRC meeting rightly reflects that any change to traffic management will have unintended consequences and potentially negative impact on other residents. However, one reason traffic is so busy on Idsworth Road is due to the changes on Owler Lane/Firth Park Road, preventing vehicles turning right onto Barnsley Road.

We would like you to consider:

- **Revisiting the no-right-turn at Owler Lane/Firth Park Road/Barnsley Road junction.**
- **Introducing time limited loading bays for the significant businesses on Idsworth Road as these traders do so much to serve our local community.**
- **Initiate a local low traffic neighbourhood in relation to Idsworth Road and Horndean Road.**
- **Inviting officers to attend Idsworth Road with elected members so we can explore how we can better address residents' concerns.**

A. Thank you for your question. I would be happy to meet with you Cllr Jones and your Ward colleagues to discuss the important issues you have raised in greater detail. I will ask my office to make suitable arrangement for us to meet, along with officers, in the near future.

Question of Councillor Bernard Little to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Q. When will the results of the trial into stopping the use of glyphosate in Brincliffe be published?

A. A review of the glyphosate trials and options is set to come to September's Committee. Committee members have been briefed recently on progress.

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

Q. At last year's WSS Committee in November there was a commitment to hold a review of the Private Hire Vehicle Policy in 12 months to see if it had been effective or any changes needed to be made to it. Do you have an estimated date of when this will take place?

A. The WSS Committee requested that officers evaluate the Policy in relation to the effectiveness of the signage 12 months after implementation.

The Licensing Service has revised the signage to be used on private hire vehicles due to the decision made by the Waste and Street Scene Committee to allow multiple operator information to be displayed.

Due to an unforeseen delay in getting a finalised proof from the signage suppliers, the Licensing Service hasn't been able, until recently, to place the order.

Now that the order has been placed, we expect to receive the new signage in the coming weeks, at which point we will be able to roll out to all licensed private hire drivers.

Due to delays, we aim to carry out a review on the effectiveness of the new signage and associated conditions within 12-months of the rollout, this being June 2024. This will allow us to collate enforcement information on non-compliance and associated, if necessary, sub-committee referrals. We may also be able to provide monthly reports to Committee Members if this would be useful.

Question of Councillor Maroof Raouf to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell) – To be answered by the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Q.1 A consequence of cross border hiring is that Sheffield licensing authority does not have adequate powers to tackle infringements in the taxi and private hire trades operating in Sheffield, this means that enforcement efforts are impotent at best. Do you agree this is putting the public at risk and undermining the reputation of the taxi trade?

A.1 The Waste and Street Scene Committee wrote to the Secretary of State for Transport in August 2022 regarding the regulatory loophole that permits local regulatory evasion by private hire drivers and vehicles licensed with other local authorities that predominately work in the district of Sheffield.

In response, the Government indicated that they were aware of the challenges out-of-area working presents to licensing authorities and that it was looked at as part of the Task and Finish Group on Taxi and PHV Licensing. There was no consensus on how to tackle the issue and the Government concluded that it would not, at this time, take forward out-of-area restrictions.

Where officers witness or receive reports of drivers acting unlawfully and they are licensed elsewhere, the licensing service will endeavour to pass on information to the relevant local licensing authority – Sheffield officers are unable to enforce individuals licensed in other areas.

Questions of Councillor Paul Turpin to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Q.1 What data has been collected regarding biodiversity increase on grass verges when proactively rewilded?

Q.2 Do you think Louise Haigh MP should be telling the council what to do with grass verges?

Q.3 Will you invite Louise Haigh MP to attend training on biodiversity and the nature emergency at SCC?

A. In 2017, as part of a suite of changes to Street Scene Operations, around 20% of the Council's highway grass estate was converted onto a single annual cutting cycle.

The efficacy of this in terms of biodiversity, flora and fauna were evaluated by the Council, Sheffield and Rotherham Wildlife Trust, Amey and the University of Sheffield.

The findings of this are published online at: [Living Highways - Sheffield & Rotherham Wildlife Trust \(wildsheffield.com\)](https://www.wildsheffield.com)

As the Council has declared both a Nature and a Climate Emergency, and also faces significant budgetary challenges in the current economic climate, increasing the frequency of grass cutting for aesthetic purposes would be counterproductive on all fronts to the Council meeting these objectives.

Whilst we are not currently planning any courses specifically for external partners to receive training on biodiversity and the nature emergency, should Louise Haigh MP have a specific interest in receiving such training, I am sure that we have a number of specialist staff members who would be more than willing to provide work shadowing or set some time aside to talk through the specific challenges being faced with regards to the biodiversity and nature emergency.

Question of Councillor Richard Shaw to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Q. The MP for Sheffield Heeley, Louise Haigh, recently stated she was "really unhappy" that the Council has not cut the grass verges "on the side of Bochum Parkway by Lowedges" because they look "so messy and uncared for". Despite the acknowledging that leaving them to grow "is the environmental option", she has asked for them to be cut.

Do you believe doing so would be consistent with this Council's declaration of a nature emergency and moves to improve biodiversity in Sheffield?

A. The Council has allowed an increase in the length of grass in certain areas thereby increasing bio-diversity and reducing the amount of cuts required.

Rural verges and some grassed areas along Dual Carriageway areas are cut on a single annual cycle. Approximately 20% of all grassed verges on the public highway in Sheffield (circa 560,000m²) are managed on this basis.

Arisings (clippings) from cutting the grass in these and suburban areas are left in situ to naturally mulch down.

Appendix 1 page 49 . [Public Pack](https://www.sheffield.gov.uk) Agenda Document for Waste & Street Scene Policy Committee, 21/12/2022 14:00 ([sheffield.gov.uk](https://www.sheffield.gov.uk)) sets out the current regime.

Also this is the decision record from the February Committee [Minutes Template \(sheffield.gov.uk\)](https://www.sheffield.gov.uk)

Question of Councillor Barbara Masters to the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Q. In October 2021 a Notice of Motion included a commitment to explore heat recovery from mine water to help power existing district heating system and new developments.

In February 2022 I asked Cllr Terry Fox, the then leader to explore the possibility of using the heat stored in Sheffield's extensive underground network of flooded mine workings as a potential power source to help address the climate emergency and to address the escalating fuel crisis which will impact most heavily on our most vulnerable residents.

His answer indicated that this is already being considered in a project coordinated through SYMCA and a full briefing on the current status of the project would be forthcoming.

In December's Full Council a question to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Terry Fox) regarding the potential of heat recovery as a power source for Sheffield was redirected to you. Despite further questions there is still no information on what has been done to date.

Since then the All-Party Parliamentary Group on Coalfield Communities 'Next Steps in Levelling Up the Former Coalfields' has produced a report identifying coalfields potential in using water from abandoned mines for geothermal district heating.

Is an update on the project now available and how can it be accessed?

A. First of all, apologies that the mine water heat opportunity study that was commissioned by SYMCA and undertaken by the Coal Authority in 2020 was not sent through to you following the December Full Council meeting. I understand from Officers that this has recently been sent to you. Following that study, SYMCA did hold a number of regional meetings with colleagues from the four local authorities, but much further work was needed to understand the heat demands of the areas where there were mine water opportunities and until that work had been done by the local authorities it was determined not to pursue a regional approach to this.

As you know, in Autumn 2021, we were invited by the then BEIS to participate in the Heat Network Zoning Pilot Programme, which aims to develop and test the methodology of identifying Heat Network Zones ahead of legislation coming into effect, expected in 2025. There were some initial Heat Network Zone outputs from the model development in early 2023 and these have undergone further refinement since then and still subject to change. As previously reported to Full Council in December, the Council are a pilot city but not the client and as such we have not been able to control timescales or outcomes from this programme, nor do we currently

hold any of the outputs from the study. Through this programme, we were informed by the Department for Energy's consultants that the Coal Authority had been commissioned to undertake a mine water opportunity study for all the relevant towns and cities involved in the Heat Network Zoning Pilot Programme and we had expected for this to be complete by now and for findings to be shared, but after recently asking for an update, this still isn't available.

In our last update in December, Full Council were informed that two funding applications had been submitted to the Heat Network Delivery Unit for techno-economic feasibility funding to assess expansion opportunities of the EON and Veolia heat networks, which would also include an assessment of opportunities to integrate waste heat sources from industry into the networks, and mine water opportunities near to the Blackburn Meadows plant. We were notified in February and March that those applications had been successful and following a procurement process, consultants have recently been contracted to undertake the studies. The EON study commenced mid-May and the Veolia study commenced last week with both studies expected to take 6 months.

Thank you for the reference to the All-Party Parliamentary Group on Coalfield Communities 'Next Steps in Levelling Up the Former Coalfields', which I've passed to Officers for information.

Questions of Councillor Shaffaq Mohammed to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell) – To be answered by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Since the introduction of the Arundel Gate Bus Gate:-

Q.1 How many £60 Penalty Notices have been issued?

A.1 2,581 issued (posted) so far (note the PCNs are actually £70 not £60).

Q.2 How many of these have been paid within the allocated time limit and how many have had additional penalties?

A.2 Warning notices had been issued for journeys before 03/06/2023 to support educating and reminding drivers. Motorists have 28 days to pay PCNs. As these have only been issued for journeys from 03/06/2023 onwards none have received the time limit for payment of the initial charge.

As of 30/06/2023 the following payments have been made:

Payment amount	Count of Amount Paid
£70	5
£35	1,021
£0	1,940
Grand Total	2,966

Q.3 What is the highest number of Penalty Notices issued to a single individual or organisation?

A.3 So far one individual has been issued 37 PCNs – company in question is a lease company and has multiple vehicles used by different other companies or individuals. The lease company has the option when a bus lane PCN is received to either pay the charge or to make representations to tell us who leases the vehicle so a new PCN can be issued to that party.

Since the introduction of the Clean Air Zone:-

Q.4 How many individual vehicles have paid the CAZ charge?

A.4 39,178 as of 31st May 2023

Q.5 How many individual vehicles have paid a CAZ penalty fine?

A.5 14,581 figures up until 31st May 2023

Q.6 What is the breakdown of these tickets by vehicle type? (i.e Buses, Coaches, Taxis, Private Hire Vehicles, HGV's, Vans, Minibuses)

A.6 This report is being requested from our camera suppliers.

Q.7 How many of these charges and fines have been appealed, and how many of these appeals have been successful?

A.7 We have received representations against 4,085 CAZ PCNs.