

## CITY OF SHEFFIELD

### METROPOLITAN DISTRICT

#### MEETING OF THE CITY COUNCIL – 4<sup>TH</sup> OCTOBER 2023

#### COPIES OF QUESTIONS AND ANSWERS THERETO

#### *Question of Councillor Shaffaq Mohammed to the Leader of the Council (Councillor Tom Hunt)*

**Q. Three weeks ago, local news reported that seven Labour councillors have been suspended by the national Labour party while investigations are carried out, due to their votes against the Draft Local Plan. Do you believe that decisions on the Local Plan should be taken locally?**

**A. Yes – and they were. At all stages, the Local Plan has been decided on locally.**

I'd like to thank all of the cross-party working group members from Labour, from the Greens and from the Liberal Democrats who worked hard to steward the Local Plan through its different stages.

The Local Plan is a plan for where development will take place in our city over the next 15 years. It's a plan for jobs and homes. It sets out where we're going to build the homes we need for our children and grandchildren. It's a plan that sets out where new employment sites will be to help create 43,000 jobs. It's a plan to protect the Green Belt.

I look forward to seeing the Plan now progress to the examination stage.

#### *Question of Councillor Kurtis Crossland to the Leader of the Council (Councillor Tom Hunt)*

**Q. Have you visited the proposed industrial and traveller site on Eckington Way?**

**A. Yes. I visited the site in July 2023. I understand the strength of feeling about the site at Eckington Way. Now that this Council has voted to endorse the Local Plan, it will be submitted to the Government for independent examination. An independent Inspector will be appointed to assess whether the Plan is 'sound' and has been produced in accordance with planning regulations. The independent Inspector will consider objections to the plan and any amendments the Council has proposed, including any objections or amendments proposed in relation to the Eckington Way site.**

**Questions of Councillor Mike Levery to the Leader of the Council  
(Councillor Tom Hunt)**

**Q.1 What is the overall policy for trees on council land encroaching on private property, either through the tree canopy or roots?**

A.1 The answer is to be provided by the Chair of Communities, Parks and Leisure Policy Committee (Councillor Richard Williams), the Chair of Housing Policy Committee (Councillor Douglas Johnson) and the Chair of Waste and Street Scene Policy Committee (Councillor Joe Otten).

**Q.2 Is this policy consistently applied across all Policy Committees, i.e. Waste and Street Scene, Housing, and Communities, Parks and Leisure?**

A.2 The answer is to be provided by the Chair of Communities, Parks and Leisure Policy Committee (Councillor Richard Williams), the Chair of Housing Policy Committee (Councillor Douglas Johnson) and the Chair of Waste and Street Scene Policy Committee (Councillor Joe Otten).

**Q.3 How many requests were received for trees to be pollarded or cut down due to branch/root ingress in 2022/23 by policy committee?**

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

**Q.4 How many complaints have been received about trees affecting private property in 2022/23?**

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

**Q.5 How many were healthy and how many diseased or dying?**

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

**Q.6 How many were acted on by the council and how many were made the responsibility of the private landowner?**

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

## **Questions of Councillor Barbara Masters to the Leader of the Council (Councillor Tom Hunt)**

There have been a succession of decisions taken over recent years which have been very controversial and divisive. Notable examples include the failure to allow residents a say in the inclusion of land off Eckington Way as a site for travellers, the CAZ, Arundel Gate bus gate and roads closed to through traffic in a number of locations including those closed to create Low Traffic Neighbourhoods. Residents directly affected often feel ignored and public trust in the consultations used to justify these schemes, to accurately reflect the range of views is low.

A recent briefing from New Local, an independent think tank, has suggested that councils need to move away from conventional public sector consultations such as paper and online questionnaires and towards more in depth “deliberative public engagement” if it hopes to secure support for measures to help us move towards net-zero.

- Q.1 How do you define ‘public consultation’?**
- Q.2 Do you accept that the council’s methods of consulting the public are flawed?**
- Q.3 What lessons have you learned from recent consultations?**
- Q.4 How will these inform the council on ways to improve its engagement with residents so they can have confidence in the outcomes of any consultation?**

My view is that public consultation is any activity which gives people a voice and an opportunity to influence decisions.

We should always strive to continually improve how we involve the public in our decision making processes, listen to communities in our city and learn from best practice to make it easier for citizens to engage with us. I am committed to doing that. We need to be innovative and flexible in our approaches as different methods to involving and talking with communities are appropriate for different contexts, issues and to connect to different communities. Its not one-approach-fits-all.

There is always room for improvement in how we connect with, listen to and work alongside communities – this has been recognised in the LGA Peer Challenge, the Race Equality Commission and the Lowcock Report. It is an important part of our Future Sheffield programme. We also need to recognise that there are some real areas of strength, for example, public involvement in shaping the Autism Strategy.

The City Goals process is also an excellent example of how to involve the public from an early stage. We’ve learned a lot from this experience, including by engaging with people in spaces where they feel comfortable.

We also need to further build on the good practice and skills we have across our Sheffield City Council team, VCF partners and communities themselves.

Going forward we need to challenge ourselves and consider what this should look like in the future and what we need to do as a council to resource this. I would welcome input from all councillors who have ideas about how we can improve the way that we engage with people; getting this right is important and will bring huge benefits to the city.

**Q.5 Does Cllr Hunt accept trust in the process is key to residents accepting and engaging with the measures that are needed to help us move towards net-zero?**

A.5 Yes, I believe that trust between the council and the people of Sheffield is key to everything that we seek to do. We owe it to our children and grandchildren to take action today to reduce the impact of the climate emergency and ensure that all of us are able to thrive in a changing climate and global economy. To achieve this, the Council has an ambition for the city to be net zero by 2030. It is right to have this scale of ambition, but it is important not to underestimate the difficulty of the task. The decarbonisation route-maps that the Council is developing will help us to lead by example. Trust is gained by being clear about our ambition, communicating regularly, seeking residents' views, and being open and honest about the challenges we face. Achieving net zero will require strategic, coordinated and consistent local action – but it will also need an urgent step-change in ambition from government to provide more resources to help Sheffield lead the charge to a more prosperous, net zero future for our city and country.

### **Questions of Councillor Barbara Masters to the Leader of the Council (Councillor Tom Hunt)**

**Sheffield is set to benefit significantly from our new Local Visitor Economy Partnership status, and I'd like to thank everyone involved in achieving this. Airbnbs proliferate in popular tourist destinations, and Sheffield is likely to see an increase in their use. While bringing many benefits, Airbnbs can lead to reductions in the local housing supply, and to antisocial behaviour. I would like assurances that Sheffield is preparing for this.**

**The government's recent consultation indicates it would support the introduction of a light touch and low-cost registration scheme. However any change might take some time to implement and meanwhile there are few measures available to councils which wish to regulate Airbnbs or to deal with those that create problems for residents. A council registration system would allow officers across departments to more easily investigate reports of antisocial behaviour, reasons behind private sector evictions and identify their economic impact.**

**Q.1 There is some confusion among landlords and tenants over what constitutes an AirBnB and a short term lets. Can we ensure that this information is easily accessible on the Council website?**

A.1 The answer is to be provided by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith).

**Q.2 Has the council considered the feasibility of introducing a registration system for AirBnBs in advance of any findings of the government legislation?**

A.2 The answer is to be provided by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith).

**Question of Councillor Rob Reiss to the Leader of the Council and MCA Board Representative (Councillor Tom Hunt)**

**Q.1 Does Travel South Yorkshire share real time bus information with Google and City Mapper? If not, are there any plans to begin this data sharing in the future?**

A.1 Yes, SYMCA shares real time data with CityMapper who actively use the information provided. However, Google whilst having access to the same data feed are currently not using the data. We remain in discussions with them on how they might start using our real time data in South Yorkshire.

**Q.2 How many cases of vandalism of bus shelters have been recorded by Travel South Yorkshire in the previous three years? How many shelters have been removed across the city as a result?**

A.2 We do not have full data available for 2021 but since 2022 there have been 790 reported cases of shelters being vandalised in South Yorkshire.

However, during that time, no shelters have been removed as a result.

This information can be obtained by going to Travel South Yorkshire direct.

**Questions of Councillor Steve Ayris to the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt)**

At the Meeting of the former Overview and Scrutiny Management Committee on 10th February 2022, the then Executive Director of Resources reported that “a strategic review was also planned in respect of the Council’s Depot Strategy. There were a number of depots around the city, and the review would look at their number and location.”

Given that Ward councillors were informed, also in February 2022, that moving out of Norton Nurseries in Graves Park was being considered in the review, would the Leader of the Council:

**Q.1 Provide Council with an update on the current state of the strategic review.**

- A.1 The ongoing Strategic Accommodation review is a long-term programme and contains 5 elements. These include
- (a) City centre buildings (Moorfoot, Town Hall and Howden House and Graves building).
  - (b) Locality offices
  - (c) Community buildings
  - (d) Service tenancies
  - (e) Depots

With regard to the depot element we are currently concentrating on the accommodations at Staniforth Rd and Manor Lane depots. The initial discovery work for this project phase is already in progress, and a report on the preliminary findings and future steps is expected to be available within the next quarter. This report will support the development of a business case for consolidation of the two sites including providing clarity on the financial and delivery implications.

**Q.2 Give a date as to when the strategic review is likely to be completed?**

- A.2 The Strategic Accommodation programme is a substantial and complex project expected to last at least five years. The programme will concentrate on smaller operational sites from April 23 to March 24 during the second year.

**Q.3 Advise Council when he expects its commitments regarding relinquishing the Graves Park Norton Nurseries site back to parkland will be fulfilled?**

- A.3 We continue to look for alternative operating bases for our Parks & Countryside teams and wider council staff. We need the Strategic Accommodation Review to be concluded in order to make definitive plans to re-locate our services. Until then, we continue to use this small section of the park to service Graves Park and the surrounding area.

**Questions of Councillor Mohammed Mahroof to the Chair of the Finance Committee (Councillor Zahira Naz) to be answered by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt)**

**Q.1 How many Consultants has the Council employed in the last 5 years?**

A.1 366 Consultancy suppliers used between 1<sup>st</sup> April 2018 and 31<sup>st</sup> March 2023.

**Q.2 What was the cost?**

A.2 Grand total £14,269,131.

**Q.3 Can this be broken down into service areas?**

A.3 It is not possible to break this cost down into service areas.

**Q.4 What has been the cost of employing Agency Staff been in the last five years? Please provide this broken down into service areas.**

A.4 £84,819,192. This information has been extracted from QTier, our Finance reporting tool. Data is not readily available at Service Area level.

**Q.5 How many people have been made redundant voluntary or compulsory in the last five years?**

A.5 454. Also see Appendix A below for all information.

**Q.6 What was the total and average cost?**

A.6 Total Cost: £15,465,000  
Average Cost: £32,000  
Also see Appendix A below for all information.

**Q.7 How many of these packages were over £50k & £100k?**

A.7 £50k to £100k: 75  
£100k+: 27  
All Packages Over £50k: 102

Also see Appendix A below for all information

## Appendix A

Year	No of Packages	Total Value (£'000)	Average Value (£'000)	No. of Packages £50-100k	Total value of £50-100k packages (£'000)	No. of Packages £100k+	Total value of £100k+ packages (£'000)
2018/19	99	3,312	33	11	759	8	985
2019/20	37	1,552	42	5	408	4	618
2020/21	4	78	20	1	50	0	0
2021/22	172	6,113	36	35	2,495	11	1,352
2022/23	142	4,410	31	23	1,787	4	541
2018/19 to 2022/23	454	15,465	32	75	5,499	27	3,496

### **Question of Councillor Marianne Elliot to the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt)**

**Q. How many equal pay claims have been lodged against Sheffield City Council in the employment tribunal in the last 12 months?**

**A.** We have checked the litigation log and we have had no formal equal pay claims lodged via ACAS/Employment Tribunal in the last 12 months.

### **Question of Councillor Alexi Dimond to the Leader of the Council (Councillor Tom Hunt)**

**Q.** Sheffield has a proud record of supporting human rights around the world, for example playing a significant role in the anti-apartheid movement, supporting boycott, divestment and sanctions of South Africa in opposition to the Conservative Government in the 1980s until the fall of apartheid.

**The current government's anti-boycott bill threatens the ability of Sheffield Council, South Yorkshire Pensions Authority and other public bodies to divest from human rights abusing companies and countries throughout the world. Do Sheffield City Council oppose this bill?**

**A.** Sheffield City Council does not have a position on the Bill. The Bill is not yet on the statute book and is currently being debated by parliamentarians.

At the second reading of the bill in July, my party voted against the Bill. It is now at committee stage before a third reading in the commons and then further stages in the Lords.

Labour is clear that all public bodies must act without bias or selectivity when making ethical decisions on procurement and investment. However, we are



concerned that the Bill risks significantly undermining support for groups around the world facing persecution, for example the Uyghur. We have urged the government to bring forward alternative proposals because the Bill in its current form places unprecedented restrictions on the ability of public bodies, to express a view on policy, has potential widespread and negative impacts on local government pension funds, and is likely to be subject to repeated and extended legal challenge.

**Questions of Councillor Brian Holmshaw to the Leader of the Council (Councillor Tom Hunt)**

**Q.1 Referencing the Leader’s reply about a contract between Sheffield City Council and Tramlines at the September 2023 full council meeting where you refused to say whether there was one or not. Can you now confirm whether there is a contract between Sheffield City Council and Tramlines at Hillsborough Park?**

A.1 The answer is to be provided by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith).

**Q.2 Can we see that contract or are we back in Street Trees territory featuring a heavily redacted document, with sections blacked out on account of “commercial confidentiality”?**

A.2 The answer is to be provided by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith).

**Q.3 Without scrutiny of that contract how can we as a city determine whether we are getting good value for money?**

A.3 The answer is to be provided by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith).

**Questions of Councillor Bryan Lodge to the Leader of the Council (Councillor Tom Hunt)**

**Q.1 As Leader of the Council, what conversations are you having with the Chair of the Housing Policy Committee regarding the Stock Increase Programme**

A.1 The answer is to be provided by the Chair of the Housing Policy Committee (Councillor Douglas Johnson).

- Q.2** Are you happy with the lack of any visible progress towards achieving the target confirmed in the motion agreed at Full Council on 20th February this year, that states the Council "...believes that all options – including prudential borrowing, re-capitalisation/re-profiling, and different ownership models - must instead be considered to not only retain the figure of 3,100 but to go further still;”?
- A.2 The answer is to be provided by the Chair of the Housing Policy Committee (Councillor Douglas Johnson).
- Q.3** Can you advise how many people formally responded to the consultation conducted as part of the review of the Walkley and Crookes Active Travel Neighbourhoods review? An understanding of the form of the response – email, telephone, signatures on petitions – would be appreciated.
- A.3 The answer is to be provided by the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell).

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

**Q. Entrance to the recent Art in the Gardens event was only possible by means of online booking. Anyone who turned up on the day was unable to enter, even if they had brought their credit card with them. Given that portable credit card readers are widely available, what can be done to allow access to people who cannot use the internet?**

A. Art in the Gardens is now in its 20<sup>th</sup> year and continues to be one of the North of England's largest and premier outdoor Art and Crafts event. It is the only event on SCCs Major Events Programme that continued throughout the pandemic in 2020.

Prior to the pandemic the event had been sales on the door. However, during the late summer of 2020, we had to follow both government and SCC "opening up businesses" guidance. One of the items suggested was "no cash sales" as this introduced closer contact between individuals and possible transmission through currency.

We were also advised by Finance not to continue with "cash sales" and to go online or pre-sale, as the large amount of cash required a security team to come on site at varying times during the day to take the cash off site. We have been operating in this way very successfully for the past 3 years now, with the vast majority of guests either booking online prior to the event or purchasing their ticket at the gates via the QR Code on display at the gates prior to entry.

The pre-sale of tickets also ensures that we are more likely to have a good turnout at the show, which helps sustain the event and keep it affordable. The online sale of tickets has been very successful for the event for the last few years, with tickets sold out on both days, increased number of visitors, new customers spending more on art at the show, with artists reporting good sales.

For the small number of guests that do not have a smart phone when they arrive to site, we allow them to come into the venue and buy their ticket via a small petty cash float or card reader we have on site. I will discuss the needs of people without access to the internet with officers and ensure that the policy of providing a card reader and petty cash float is being consistently applied at future events.

**Questions of Councillor Barbara Masters to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith)**

Sheffield is set to benefit significantly from our new Local Visitor Economy Partnership status, and I'd like to thank everyone involved in achieving this. Airbnbs proliferate in popular tourist destinations, and Sheffield is likely to see an increase in their use. While bringing many benefits, Airbnbs can lead to reductions in the local housing supply, and to antisocial behaviour. I would like assurances that Sheffield is preparing for this.

The government's recent consultation indicates it would support the introduction of a light touch and low-cost registration scheme. However any change might take some time to implement and meanwhile there are few measures available to councils which wish to regulate Airbnbs or to deal with those that create problems for residents. A council registration system would allow officers across departments to more easily investigate reports of antisocial behaviour, reasons behind private sector evictions and identify their economic impact.

**Q.1 There is some confusion among landlords and tenants over what constitutes an AirBnB and a short term lets. Can we ensure that this information is easily accessible on the Council website?**

A.1 With respect to the government's registration scheme, this is not being brought forward imminently. At a recent Core Cities Tourism Group meeting, representatives unanimously agreed that the timescales of the proposed government registration scheme is too slow. It was agreed that the Core Cities Tourism Group would work with VisitEngland to address this with DCMS to bring forward all opportunities to speed up the process. We will be able to feed back any timelines from this contact.

Airbnb are supportive of the proposal and have met with Core Cities (Tourism) representatives on a number of occasions. Our understanding is that Airbnb self-policies the 90-nights per year, short-term let regulations by closing out bookings to a specific property if the said property reaches this maximum number of nights. However, we are also aware that some property owners are advertising properties on other third-party sites to avoid the closed-out period. Airbnb do seem to take some responsibility for maintaining the short term let regulations, whilst property owners are looking for loopholes.

Following this question being raised, I have contacted Airbnb's Public Policy and Partnerships Manager (Luke Impett) to request his support in providing the appropriate information. We will be able to host such industry information in the LVEP section of the website which is just beginning the

page construction process. (This is exactly the type of industry support and training information the LVEP is seeking to provide).

**Q.2 Has the council considered the feasibility of introducing a registration system for AirBnBs in advance of any findings of the government legislation?**

A.2 Resources would limit our ability to deliver, police and sustain such a scheme. Legal advice would be required as to whether this is within the remit of the Local Authority. We will investigate further the government process of introducing the light touch scheme; and we will signpost property owners to available advice (including VisitEngland's business advice book and The Pink Book: Legislation for tourist accommodation and attractions) and support knowledge and understanding of changes to legislation and process as they are introduced.

**Questions of Councillor Brian Holmshaw to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith)**

**Q.1 Referencing the Leader's reply about a contract between Sheffield City Council and Tramlines at the September 2023 full council meeting where he refused to say whether there was one or not. Can you now confirm whether there is a contract between Sheffield City Council and Tramlines at Hillsborough Park?**

A.1 I do not know why the Leader did that.

Since 2018, Tramlines has a premises licence to hold the event in Hillsborough Park. The term "licence" refers to the legal permission to carry out licensable activity on the land, conferred under the Licensing Act of 2003. The licence is ongoing until it is either revoked by the Council following a formal legal process.

There is a standard licence application fee of £70 and for large scale events, a multiplier fee is added dependent on scale of event. Tramlines multiplier is £8,000 and so Tramlines pay a total of £8,070 to licensing each year. This fee must be retained by the council's licensing service.

Such a licence does not give an automatic right to occupy the land. The permission to occupy the land at Hillsborough Park is covered under an agreement between SCC and Tramlines. This agreement covers standard terms and conditions such as, force majeure, reinstatement of the site, fees and event safety and security.

The agreement also gives each party directions on what to do should a breach of the agreement take place. The current agreement has been in

place since 2018 and we review this with Tramlines each year to ensure it remains legally accurate and fit for purpose. This work continues in 2023 and will include the learnings set out above.

**Q.2 Can we see that contract or are we back in Street Trees territory featuring a heavily redacted document, with sections blacked out on account of “commercial confidentiality”?**

A.2 The land agreement is undergoing a significant review, to incorporate learnings from the 2023 event. This agreement needs to be checked by legal teams in SCC and in Tramlines. Once the revised draft has been agreed by both parties, it can be shared and discussed with the relevant committee in full. Some of the information in the agreement may be redacted in the public document where it is commercially sensitive, as set out in the next Q3.

**Q.3 Without scrutiny of that contract how can we as a city determine whether we are getting good value for money?**

A.3 The fee is negotiated on a commercial basis and in consideration of other similar events. The council cannot disclose the current fee paid by Tramlines to the Hillsborough Park Charity because this is deemed commercially sensitive information, as confirmed by the Information Commissioners Office at 31st January 2023. Tramlines regard their fee as commercially sensitive because the summer festival market is very competitive, and the pricing of their tickets incorporates their costs and expertise. This information was shared with elected members in a restricted appendix, as part of the briefings to Economic Development and Skills and Communities, Parks and Leisure committees on 13th and 25th September respectively.

**Question of Councillor Alexi Dimond to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)**

**Q. There are reports of between 20-30 children being mis-aged by the Home Office in a hotel for male asylum seekers in Sheffield, in some cases being forced to share rooms with adults. What efforts has the Council made to ensure proper independent age assessments are taking place?**

A. Sheffield City Council regularly receive requests to undertake age assessment of asylum seekers who have been assessed by the Home Office at the port of entry as young adults and have transferred to Sheffield to accommodation commissioned by the home office – often this is in hotels. In the last month we have received a higher than average number of requests (over 20) resulting in a number of young people becoming looked after by the Local Authority.

Regardless of the Home Office assessment two qualified social workers will visit the young person to undertake an assessment. Social workers are age assessed trained and independent from the Home Office.

Young people are always given the benefit of doubt and received into local authority care and treated as a child unless the social workers are completely satisfied that the young person presents as significantly older than 18.

If a social worker accepted the child age as under 18 they will become a looked after child and appropriate placements sought. If the age remains in doubt the young person will become looked after and a Merton Compliant Age Assessments independently from the Home Office will be conducted.

Given the specific needs and vulnerabilities of unaccompanied asylum-seeking individuals, Sheffield has now set up a specialised team of social workers to specifically work with young refugees.

If a young person is dissatisfied by social workers assessment, they are able to make a legal challenge with the support of a solicitor.

**Questions of Councillor Mohammed Mahroof to the Chair of the Finance Committee (Councillor Zahira Naz)**

**Q.1 How many Consultants has the Council employed in the last 5 years?**

A.1 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.2 What was the cost?**

A.2 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.3 Can this be broken down into service areas?**

A.3 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.4 What has been the cost of employing Agency Staff been in the last five years? Please provide this broken down into service areas.**

A.4 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.5 How many people have been made redundant voluntary or compulsory in the last five years?**

A.5 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.6 What was the total and average cost?**

A.6 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).

**Q.7 How many of these packages were over £50k & £100k?**

A.7 The answer is to be provided by the Chair of Strategy and Resources Policy Committee (Councillor Tom Hunt).



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

**Q.1 What was the average waiting time for a Council house repair issue to be resolved over the last three months, and what was the longest wait? Please divide this information by planned and responsive repairs.**

A.1 The average waiting time for a repair to be resolved is 31 days for August. For planned work it is 117 days, and for responsive repairs 26 days.

In July the figure was 27.67 working days overall, 119 for planned, and 21 for responsive.

In June the figure was 29 days, 108 for planned and 23 for responsive.

The longest wait for a planned repair was 899 days, and 933 days for a responsive repair. The planned repair was opened and closed multiple times due to issues with the tenant and requiring a support worker to be present which caused delays. The responsive repair was impacted by ongoing access issues where the tenant was not enabling access to carry out a firestopping repair.

**Q.2 If a tenant was to submit a routine responsive repair today, how long would they be likely to wait for resolution?**

A.2 The average number of days for routine responsive repairs until the planned date of the first appointment is 26.8 days, however this varies when broken down by trade.

**Q.3 How many disrepair claims have been submitted in the last three months?**

A.3 There have been 189 claims submitted during the last three months:

- June - 65
- July - 62
- August - 62

**Q.4 What is the current number of outstanding or incomplete Council house repairs?**

A.4 There are currently 12,952 live responsive jobs, of which 2,664 are overdue. The service continues to receive between 2,500 and 3,000 new jobs per week.

**Q.5 How many void properties are currently awaiting repairs to be made fit to relet?**

A.5 There are 325 properties with the voids team currently being repaired / awaiting repair.

There has been an increase in voids during this financial year which places additional pressures on the repairs service.

Over the last three months the voids team has received an average of 60 new voids per week and aims to complete work to 260 properties each month. Overall, the length of time taken to complete repairs to void properties is improving to below 40 days. (n.b. This figure includes all repairs to voids, including major works and capital repairs). This is a marked improvement from an average time of 80 days in April 2022.

**Q.6 How much rent and council tax would the council have received, had these voids been occupied? Please provide this information for the last four quarters.**

A.6 The estimated average weekly rent is £94.39 on our properties and the estimated average Council Tax is £27.70.

The average rent loss per property is £1,133. The table below shows the rental income and council tax loss for the last 4 quarters.

<b>Period</b>	<b>Average Voids Awaiting Repair</b>	<b>Rental Income loss</b>	<b>Council Tax Loss</b>	<b>Total</b>
Q1 – 2023/24	353	400k	117k	517k
Q4 – 2022/23	344	390k	114k	504k
Q3 – 2022/23	340	385k	113k	498k
Q2 – 2022/23	440	498k	146k	644k
<b>Total</b>		<b>1,673k</b>	<b>490k</b>	<b>2,163k</b>

**Q.7 How many residents are on the housing register for Council properties?**

A.7 As of 29 September, there are 22,760 active housing applications.

**Q.8 What was the average waiting time on the Council house repairs phone line before answering each month in the last two months? What was the longest wait?**

A.8 The average waiting time at the repairs contact centre was 14 minutes and 48 seconds in July and 13 minutes and 29 seconds in August. In terms of calls answered performance stood at 82% and 84% respectively.

In July the longest wait was 1 hour and 42 minutes – performance was impacted by high call volumes and system issues. In August the longest wait was 1 hour and 38 minutes. This occurred on the first working day after the August Bank Holiday when the service experienced peak demand.

**Questions of Councillor Mike Levery to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q.1 What is the overall policy for trees on council land encroaching on private property, either through the tree canopy or roots?**

A.1 The Council's adopted Trees & Woodlands Strategy 2018-2033 is the overall policy for non-highway council trees in Sheffield. The full document is here: [Trees and Woodlands Strategies | Sheffield City Council](#).

**Q.2 Is this policy consistently applied across all policy committees, i.e. Waste and Streetscene, Housing, and Communities, Parks and Leisure?**

A.2 The Trees & Woodlands Strategy covers all trees on Council land except highways and its guidance is intended to be applied consistently across those service areas.

**Questions of Councillor Bryan Lodge to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Housing Policy Committee (Councillor Douglas Johnson)**

**Q.1 As Leader of the Council, what conversations are you having with the Chair of the Housing Policy Committee regarding the Stock Increase Programme**

A.1 The Stock Increase Programme falls within the remit of the Housing Policy Committee. The programme includes general acquisitions, strategic acquisitions and purchasing homes from developers and a small number of Council direct building schemes that have been committed to.

All members, including the Leader of the Council, will want to see the council increase its housing stock as much as possible. Officers are working on this.

**Q.2 Are you happy with the lack of any visible progress towards achieving the target confirmed in the motion agreed at Full Council on 20th February this year, that states the Council “...believes that all options – including prudential borrowing, re-capitalisation/re-profiling, and different ownership models - must instead be considered to not only retain the figure of 3,100 but to go further still;”?**

A.2 Whilst all councillors share the ambition of increasing the amount of council housing stock and the overall budget for the Stock Increase Programme has been retained at £354 million for the whole programme, the fact is it is an extremely challenging time.

At the Strategy & Resources Committee meeting on 19 December 2022, members from all parties (including the then Leader and yourself) voted to endorse budget proposals that included, amongst other things, reducing the Stock Increase Programme from 3,100 homes to 2,310.

Since then, officers have done a lot of work to increase the number of affordable homes in the city. Sheffield currently has a shortfall of 902 affordable homes per year. The work includes working closely with Registered providers and the private sector and Government departments who are also keen to help the Council and, our city to increase the supply of new homes

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

**Q. Do you support a proposal to implement free bus fares into the city in the run up to Christmas, and have any conversations taken place between Council and MCA officers around this?**

A. Thank you for your question. I would certainly support incentives for people to travel on public transport at Christmas and at other times of the year too. Council Officers have held initial discussions with SYMCA officers and Bus Operators on potential options to incentivise people to choose the bus at Christmas and enjoy the range of festive activities that are available in the city. The costs and deliverability of any incentive need to be considered carefully and further work is required to determine whether an incentive is feasible.

You will be aware of the impact that Central Government cuts to bus funding are having at a local level right across South Yorkshire and South Yorkshire's Mayor Oliver Coppard's ask for South Yorkshire to be provided with a fair level of funding so that we can protect and improve bus services.

It's essential that we look at ways in which we can improve the bus offer locally and deliver changes to make bus an attractive choice. Without an effective and reliable local public transport network we won't be able to support many people to get to work; training or education; or to access the great shops and leisure activities that we have in the city – and if people feel like they don't have an option but to drive we will continue to have congestion; poor air quality and safety; and we won't be able to deliver on our decarbonisation commitments.

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

**Q.1 How many children have been killed or seriously injured on Sheffield's roads over each of the last 5 years?**

A.1 KSI Casualty Data - Sheffield 2017 to 2022  
Child KSI Casualties (0-15 Years of Age)

	2017	2018	2019	2020	2021	2022	5 Year Total 2017 - 2021	5 Year Total 2018 - 2022
All Child Casualty	43	47	48	29	30	33	197	187
Child Pedestrians	30	25	24	16	11	18	106	94
Child Cyclists	5	4	5	6	3	1	23	19

**Q.2 How does this compare with the other core cities per head of population?**

A.2 Figures per 10,000 population (last 3-year average 2019-2021) according to Department for Transport

Sheffield – 3.20  
Liverpool – 2.29  
Leeds – 2.15  
Birmingham – 2.08  
Newcastle – 1.74  
Nottingham – 1.52  
Manchester – 1.50  
Bristol – 0.36

**Q.3 How many cyclists have been killed or seriously injured on Sheffield's roads over each of the last 5 years?**

A.3

	2017	2018	2019	2020	2021	2022	5 Year Total 2017 - 2021	5 Year Total 2018 - 2022
All Cyclist Casualties	48	51	54	40	35	39	228	219

**Q.4 How does this compare with the other core cities per head of population?**

A.4 Figures per head of population are not available on the online stats, only totals. For 2021 those figures (highest to lowest) are as follows:

Total Figures 2021

Liverpool – 61  
Leeds – 52  
Birmingham – 59  
Manchester – 43  
Bristol – 37  
**Sheffield – 36**  
Nottingham – 31  
Newcastle – 16

These can be adjusted to per-head numbers once the populations of the cities in question are known. According to online data, the population numbers of the cities in question are as follows:

1. Manchester – 2,767,000
2. Birmingham – 2,643,000
3. Leeds – 812,000
4. Liverpool – 940,000
5. Newcastle – 726,000
6. Bristol – 707,000
7. Nottingham – 694,000
8. Sheffield – 640,000

Which gives the following (highest to lowest/worst to best):

Figures per 10,000 population - 2021

Liverpool – 0.65  
Leeds – 0.64  
**Sheffield – 0.56**  
Bristol – 0.52  
Nottingham – 0.45  
Birmingham – 0.22  
Newcastle – 0.22  
Manchester – 0.16

The vast population differences between Manchester/Birmingham and the rest mean that comparisons with these two cities are not necessarily relevant (hence they have been greyed out). The other cities, with more similar populations to Sheffield, are much more valuable for comparison purposes.

**Q.5 How many pedestrians have been killed or seriously injured on Sheffield's roads over each of the last 5 years?**

A.5 KSI Casualties

	2017	2018	2019	2020	2021	2022	5 Year Total 2017 - 2021	5 Year Total 2018 - 2022
All Pedestrian Casualties	97	82	109	60	47	74	395	372

**Q.6 How does this compare with the other core cities per head of population?**

A.6 As with question 4, per head of population is not directly available. However, taking the same approach as Q4, the numbers are as below:

Total Figures 2021

- Birmingham – 131
- Liverpool – 96
- Leeds – 112
- Nottingham – 54
- Manchester – 46
- Sheffield – 46**
- Newcastle – 35
- Bristol – 35

Figures per 10,000 population - 2021

- Leeds – 1.19
- Liverpool – 1.02
- Nottingham – 0.78
- Sheffield – 0.72**
- Birmingham – 0.50
- Bristol – 0.50
- Newcastle – 0.48
- Manchester – 0.17

**Q.7 In response to my question in July's members' question, you said that "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." Why did the Committee remove the modal filter in Archer Lane ignoring both the report and evidence provided by officers; and feedback by children and parents about how the filter had improved safety allowing them to travel and play independently?**



A.7 As part of the trial of the closure of Archer Lane we received a range of views from residents and businesses in Nether Edge. Whilst there were comments that highlighted the positive experiences there were many people who provided us with their negative experiences of the trial and who asked the Council not to make the trial of the closure permanent. The Transport Regeneration and Climate Committee carefully considered the feedback we received before taking our decision to end the trial closure.

The report to TRC Cttee indicated that ‘the information available to date does not suggest the Nether Edge Active Neighbourhood project has had a significant impact on personal injury collisions.’

Furthermore when (people in Nether Edge) were asked about their perceived impact on the safety of walkers and cyclists the responses were varied.

And, crucially, more responses said there had been a negative impact on people’s perception of safety of walkers and cyclists. The table below summarises the responses and differences between the two consultation methods.

Road Safety is a clear priority for the Committee, and we will be retaining the pedestrian crossings that were introduced in Nether Edge as part of the trial. We have had a significant majority of people welcoming the introduction of the crossings and many have stated that they have improved their journeys on foot with a number of people specifically mentioning that they have improved the safety of routes to local schools.

Consultation method	Perception of Safety for Walkers and Cyclists			
	Positive	No Impact	Negative	Don't Know
Sampled	32%	28%	40%	1%
Self-selecting	28%	26%	36%	10%

**Q.8 Why has the Road Safety Action Plan been allowed to slip given that Sheffield has the most dangerous roads for children below the age of 15 of any core city?**

A.8 We are currently drafting up the Road Safety Action to sit under the South Yorkshire Safer Roads Partnership Strategy for Vision Zero. We aim to share this by January 2024. We have recently increased resources on this plan to help us produce a meaningful document that we can use to make change happen. Dangerous roads in Sheffield will be addressed in the plan. We are looking very closely at the data to see where we can best place our currently limited resources to tackle this. As the plan is being developed, our officers continue to work hard to deliver targeted projects in education and engineering. We continue to work with the partners at SYMCA and the South Yorkshire Safer Roads Partnerships to target ongoing and new projects to increase safety on Sheffield Roads.

**Q.9 When will the Road Safety Action Plan be completed, and what is Sheffield's target for achieving Vision Zero?**

A.9 We are working on completing a draft to be shared for January 2024. The South Yorkshire Safer Roads Strategy outlines our Vision Zero aspiration. I want this aspiration to be a very ambitious one, we will be looking at what is achievable in Sheffield and share this in the Action Plan in due course.

**Q.10 Is it the role of a committee chair to make party political statements commending Councillors, MPs and the SYMCA Mayor just because they happen to be from the same party?**

A.10 I think that it right to point out when MPs and councillors are working hard to deliver for their communities.

**Question of Councillor Minesh Parekh to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)**

**Q. It's been really exciting to see electric buses trialled on the 51 route in Crosspool with First, testing the performance and range of electric vehicles on steep hills and gradients. How will you be monitoring these trials, and what are your ambitions for electrifying our wider fleet?**

A. I welcome the news that First Bus is testing a number of zero-emission bus options, involving a number of suppliers, in South Yorkshire. I understand that these tests will be carried out over a trial period that will last for several months. Test vehicles will generally be seen on route 51 because of the nature of the route and the trial will include driver and customer evaluation as well as vehicle performance analysis.

**Question of Councillor Bryan Lodge to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)**

**Q.3 Can you advise how many people formally responded to the consultation conducted as part of the review of the Walkley and Crookes Active Travel Neighbourhoods review? An understanding of the form of the response – email, telephone, signatures on petitions – would be appreciated.**

A.3 823 formal responses were received. Of these responses there were 403 via email, 376 via the Connecting Sheffield website feedback form, 41 via phone and 3 via freepost.

**Questions of Councillor Ruth Milsom to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)**

**Q.1 On what basis are roads added to Amey's leaf-clearing schedule, and how is priority assessed?**

A.1 Priority will be given to known drainage hotspots, and areas with high densities of trees.

This year the main focus in terms of improvements will actually be in relationship management - such as publication of planned routes / weeks of work in specific areas on the Council website - and responding to people (including Elected Members and MP's) with expected timescales of cyclical works coming into an area rather than leaving planned works and moving around the city on a reactive basis which disrupts programme delivery significantly and loses a lot of valuable time due to travel etc.

Leafing will also have significant additional resource drawn down from grounds maintenance teams so as to minimise the impacts on the wider street cleansing service.

Amey are advising their cyclical programme for this Autumn / Winter period will be with the Authority for checking on Friday 6th October so should be published in the next fortnight.

**Q.2 Considering Amey have attended Western Road, Crookes, on 11 occasions to clear debris/leaf matter since October 2022, do you agree that this makes the case for the street to be included in the routine leaf clearing programme?**

A.2 Amey do not have a contractual requirement to remove leaves until they have broken down and become detritus (soil / silt).

The cyclical leaf removal programme (expected from Amey on 6th October) is delivered by Amey with best endeavours to prevent this breaking down of leaf litter from happening - but in a city of over 4.5 million trees, the volumes of leaves which fall onto the highway network are truly staggering and this is a task which requires a small army of staff to deliver so routine leaf clearance every week or on a more intensive frequency is simply not possible.

We will ask Amey to review their approach to areas such as Western Road which have a history of complaints and/or frequent reactive responses.

**Questions of Councillor Minesh Parekh to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten) and the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**Q.1** A recent [Ramblers study](#) has found that poor and ethnically diverse communities are less likely to have access to public footpaths. Will the authority share any analysis undertaken into the correlation of local footpaths coverage with ethnic diversity or IMD.

A.1 The public rights of way team does not currently have the data to be able to answer this question but it is something we are working towards.

**Q.2** Will you share any comparative data held on the relative coverage and lack of public footpaths at a Ward level.

A.2 When it is available we will as soon as possible share the information with Members.

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

**Q.1** Would you agree that illegally parked vehicles can be hazardous/obstructive, particularly so to children, and those with mobility/visibility problems?

A.1 Yes, although we should consider that there is no general legislation outside of London which makes parking on the pavement an offence. A specific Traffic Regulation Order (TRO) must be written to prevent parking on pavements in any locations that the council would want to prohibit pavement parking. The TRO must be consulted on. Signs and lines also must be installed to show where a restriction on pavement parking begins or ends.

A TRO was made to introduce pavement parking restrictions in the city centre in March 2022. So far, this is the only location where pavement parking restrictions (and enforcement) have been introduced across a whole area.

The responsibility for transport policy and any amendments to this approach sit with the Transport, Regeneration, and Climate Policy Committee. However, locations where double yellow lines are installed may also allow the enforcement of parking on the pavement. The double yellow line applies from the centre of the road up to the entire width of the road which the public can access, so may encompass a pavement (footway within a road) in some circumstances. Double yellow lines also need TROs which must be consulted on. Requests for new parking restrictions are dealt with

by the council's Strategic Transport and Infrastructure Service. They have a limited budget which is used to prioritise new measures in the areas of greatest risk. I would encourage any evidence of the risks posed in areas of the city be sent to [transport@sheffield.gov.uk](mailto:transport@sheffield.gov.uk).

Obstructive parking on the pavement can be reported to the police via the nonemergency number of 101 or online at [smartcontact.southyorkshire.police.uk](http://smartcontact.southyorkshire.police.uk). The police can enforce obstruction of the highway without there being a traffic regulation order present.

Dropped Kerb and double-parking enforcement was approved at the Waste & Street scene committee on 27th of September. Where enforcement can be carried out in these circumstances, the issuing of PCNs to HGVs on the footway (as well as enforcement for other vehicles that wrongly park on the footway), should benefit pedestrians on footways. This includes those pushing buggies, with visual impairments, or with restricted mobility). Similar groups should benefit from the enforcement of dropped kerbs.

**Q.2 Would you also agree that parking enforcement is vital in managing urban transport flow, improving safety and promoting economic activity?**

A.2 The operation of on and off-street parking spaces, the management of parking through the introduction of parking restrictions and use of parking permits contribute to the effective management of traffic in the city. Traffic management through parking restrictions and their enforcement also enables the Council to help deliver its Transport Strategy published in July 2018, by investing in facilities to enable people to make informed choices about the way they travel and helping transport contribute to the social, economic and environmental improvements we want to happen in the City. It will also contribute towards Clean Air and Climate ambitions.

**Q.3 How many fines were (a) issued and (b) collected by Parking Services in the last 12 months?**

A.3 (a) Total 253,932 issued -  
Bus Lane -113,508 / Bus Lane warning notices - 12,946  
Parking enforcement – 60,345  
CAZ – 56,240 / Warning notices – 10,893

(b) This work is underway to collate and will be provided as soon as possible.

**Q.4 How much is the total sum of fines (a) issued and (b) collected by Parking Services in the last 12 months?**

A.4 This work is underway to collate and will be provided as soon as possible.

**Q.5 What is the income from fines used for?**

A.5 Section 55 of the Road Traffic Regulation Act 1984 requires the Council to keep an account of its income and expenditure in respect of parking places, including enforcement. In line with this requirement the Council maintains a ring-fenced account in respect of the parking enforcement income, and only uses surplus income for the purposes set out under section 55(4) of the Act. These include:

- Provision and maintenance of off-street parking
- Meeting costs incurred in the provision or operation of public transport
- Highway and road improvements and maintenance
- Reducing environmental pollution
- Improving public open spaces.

**Q.6 Which budgets are used to fund any shortfall from fines not collected/enforced?**

A.6 None.

**Q.7 Where does Sheffield rank in the core cities for sums collected for parking fines per head of population?**

A.7 The data is not readily available, and we would need to work with other LAs to request this information.

I do not believe it is proportionate to ask officers to compile large amounts of data from other local authorities that is not readily available. Questions should relate to the discharge of functions by this authority.

**Q.8 Of the core cities, which local authorities currently operate observation periods before issuing PCNs and which LAs don't?**

A.8 The data is not readily available, and we would need to work with other LAs to request this information.

I do not believe it is proportionate to ask officers to compile large amounts of data from other local authorities that is not readily available. Questions should relate to the discharge of functions by this authority.

**Q.9 Over the last 12 months, what was the average number of PCNs given in Sheffield per FTE CEO?**

A.9 On an average 2,077 PCN's issued per CEO but must be noted that PCN targets aren't and cannot be used to monitor CEO performance.

**Q.10 How does this compare with the average of other core cities in England?**

A.10 The data is not readily available, and we would need to work with other LAs to request this information.

I do not believe it is proportionate to ask officers to compile large amounts of data from other local authorities that is not readily available. Questions should relate to the discharge of functions by this authority.

**Q.11 Over the last 12 months, what was the average number of warnings (as opposed to PCNs) given in Sheffield per FTE CEO?**

A.11 For Parking enforcement, we have not had any new restrictions to issue warning notices in the last 12 months.

**Q.12 How many FTE enforcement officers does Sheffield have in its full complement?**

A.12 We have 33 FTE (9 started in the last 12 months) and we are currently recruiting to increase numbers further.

**Q.13 How does this compare to other core cities?**

A.13 This data is not readily available and would need to work with other LAs to get which will take time. From experience and talking to other LA's we do know that recruiting and retaining CEO's is quite challenging.

**Q.14 Does pavement parking under the city centre TRO attract an instant PCN or is there an observation period?**

A.14 Yes, an Instant PCN is issued with no observation period.

**Q.15 How many PCNs have been given per month since the ban on pavement parking in the City Centre came into effect?**

A.15 In the last 12 months we have issued in total 323 PCN's and since May the number has been below 10 per month.

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

**Q.1 What percentage of household recycling bins are contaminated?**

A.1 Bins found to be visually contaminated are not emptied. Bins are tagged and residents advised to remove incorrect materials in time for the next scheduled collection, or to request a reset - one free reset can be requested every 6 months.

4% of materials collected in the brown bin, and 11% of materials collected from the blue bin are non-recyclable items and rejected by the material recycling facilities.

**Q.2 What is done with the waste from these bins?**

A.2 Where a reset is requested, the content of the contaminated recycling bin is collected as black bin waste and sent for energy recovery. The non-recyclable materials collected from the brown and blue bins, and rejected by the material recycling facilities are sent for disposal via energy recovery or refuse derived fuel facilities.

**Q.3 What is the calorific value of food waste compared to plastic packaging and paper when incinerated?**

A.3 Food waste is more variable than packaging and card because it has a high water content (typically 70-80%). The calorific value of food waste based on its lower heat value is typically around 2200/MJ tonne. Packaging is much higher and averages around 8900MJ/tonne.

**Q.4 What percentage of household waste incinerated is food waste?**

A.4 Composition studies of Sheffield's black bins estimate that 33% is made up of food waste.

**Q.5 What gas usage is required to incinerate food waste?**

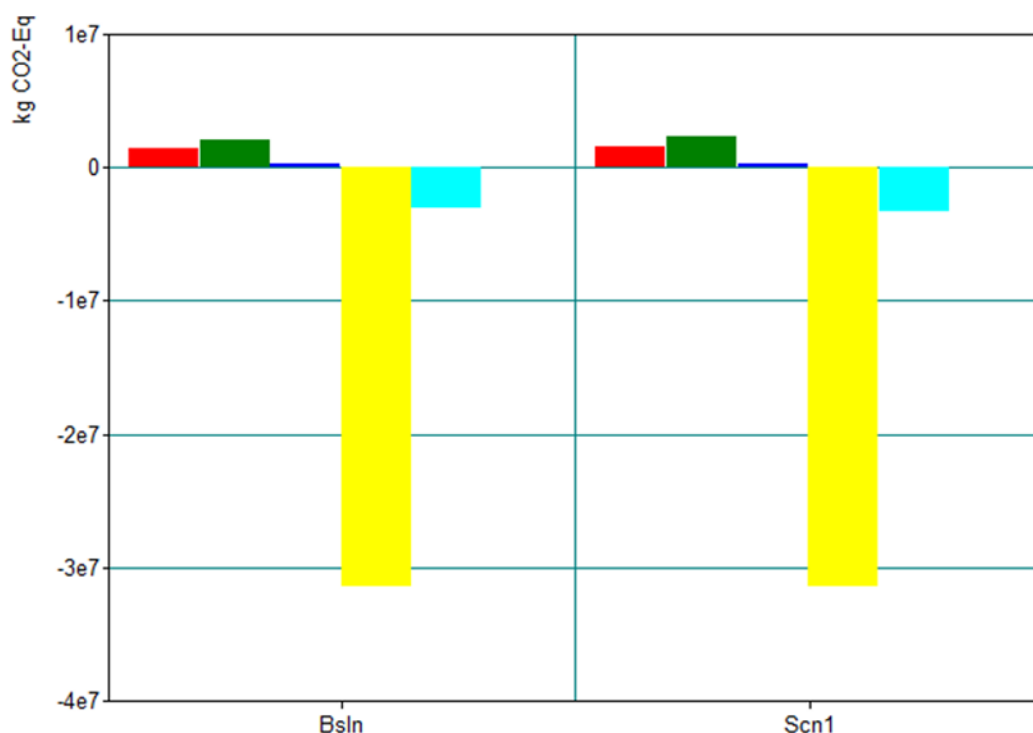
A.5 No gas is required to incinerate food waste. The ERF only uses gas when starting up and shutting down, once the incineration process has started, the fire is self-sustaining.

**Q.6 What was the carbon footprint of the food waste trial? Please breakdown into transport, collection, bins, etc.**

A.6 A carbon impact assessment was not carried out as part of the trial. Independent modelling carried out by Local Area Partnerships, using the



Waste and Resources Assessment Tool for the Environment (WRATE), estimated that a citywide food waste collection service would achieve an annual 78 tonne CO2 equivalent saving when compared to the current service.



Bsln = Current service, Scn1 = current service with weekly food waste.

Red = Collection

Green = Transportation

Blue = Intermediate facilities

Yellow = Recycling

Turquoise = Treatment

**Questions of Councillor Barbara Masters to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)**

**Q.1 How many residential streets have not been resurfaced in Sheffield since the start of the Amey contract?**

A.1 Sheffield's total adopted highway network has a little over 1200 miles of roads, and according to statistics released by Streets Ahead and posted on the Council website, they have resurfaced around 916 miles of the network. This indicates that around 75% of all roads in Sheffield by length have been resurfaced.

The Core Investment Period of the Contract from 2012 to 2017 was designed to provide an initial uplift to the overall condition of the highway network, with the remaining 20 years (Lifecycle Investment Period) being for retaining the network at that higher standard.

Any resurfacing works undertaken during the Lifecycle Investment Period are based on condition surveys, and so roads which are presently in good condition will not need to be resurfaced, however they may require some intervention in the latter stages of the project if needed. This may include patching or other surface treatments as part of a life cycle plan.

Streets Ahead are very much focussed on the quality of network which will be handed back to the Authority in 2037 when the contract ends, so surfacing works will be ongoing as needed across the city throughout the remainder of the project to ensure that the network which is handed back meets the quality, safety and condition requirements.

**Q.2 Which streets have not been resurfaced since the start of the Amey contract in the Ecclesall Ward?**

A.2 A total of 78 streets identified for resurfacing during the original 2012-2017 Core Investment Period remain at various stages of completion due to delays attributable to the street tree protests and the complexities around retention of the trees to meet our commitments made through the Street tree Partnership Strategy and the negotiated position reached with Sheffield Trees Action Group, following negotiations facilitated by the Bishop of Sheffield.

These streets are predominantly in Nether Edge and surrounding areas of Southwest Sheffield.

The list of streets is published on the Council's website in the Street Trees section: <https://www.sheffield.gov.uk/sites/default/files/2023-03/Tree%20Lined%20Streets%20Consultation%20List%20FINAL.xlsx>

**Q.3 What process is being followed to determine when these roads will be resurfaced?**

A.3 The Council and Amey are working to design engineering solutions for all sites on this list by March 2024 to enable resurfacing works to then proceed on these streets whilst retaining 309 trees originally identified for removal and replacement.

**Questions of Councillor Mike Levery to the Leader of the Council  
(Councillor Tom Hunt) to be answered by the Chair of the Waste  
and Street Scene Policy Committee (Councillor Joe Otten)**

**Q.1** What is the overall policy for trees on council land encroaching on private property, either through the tree canopy or roots?

A.1 The Council's adopted Trees & Woodlands Strategy 2018-2033 is the overall policy for non-highway council trees in Sheffield. The full document is here: [Trees and Woodlands Strategies | Sheffield City Council](#)

The relevant sections are as follows:

4.4 All Trees and Woodlands on Council Land (Excluding Highways)

4.6 Tree Management in Housing Areas

4.8 Insurance Claims involving Council Trees

**Q.2** Is this policy consistently applied across all policy committees, i.e. Waste and Streetscene, Housing, and Communities, Parks and Leisure?

A.2 The Trees & Woodlands Strategy covers all trees on council land except highways and its guidance is applied consistently across those service areas.

**Q.3** How many requests were received for trees to be pollarded or cut down due to branch/root ingress in 2022/23 by policy committee?

A.3 Trees in parks, woodlands and open spaces (not highways or housing services) = 140 requests

**Q.4** How many complaints have been received about trees affecting private property in 2022/23?

A.4 Trees in Parks, Woodlands and open spaces (not highways or housing services) = 171 complaints/enquiries.

**Q.5** How many were healthy and how many diseased or dying?

A.5 Trees in parks, woodlands and open spaces (not highways or housing services) = in 146 cases the trees were considered healthy. In 25 cases the trees were considered to be dead/dying/dangerous.

**Q.6 How many were acted on by the council and how many were made the responsibility of the private landowner?**

A.6 Trees in parks, woodlands and open spaces (not highways or housing services) = In 73 cases inspections resulted in work being funded by the council as the work met the criteria of current policies. In 98 cases the requested work did not meet the criteria of current policies (in most of these residents were informed of their common law right to carry out pruning back to property boundaries).

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

**Q.1 Are you happy with the current recycling rates across the City that has seen 2022/23 deliver an increase of 0.66% since 2019/20 given that the Lib Dems have for years highlighted what they considered to be poor performance in this area.**

A.1 In Sheffield residents can recycle paper and card (blue bin), glass bottles and jars, tins, cans, and plastic bottles (brown bin) and garden waste (green bin) from home. Additional recycling services are available for many other materials via bring sites and Household Waste Recycling Centres.

When comparing dry recycling performance (plastics, glass, cans, paper and card) with other local authorities, Sheffield is the second highest performer amongst other core cities and second highest in South Yorkshire. Sheffield's overall recycling rate is impacted by a charge being in place for kerbside garden waste collections, and this may impact our data compared to areas where kerbside garden waste collections are provided free of charge.

Charging for garden waste means that only those customers wanting to have their garden waste collected from their home need to pay. Residents who do not wish to pay can recycle their garden waste through home composting, or by taking it to a Household Waste Recycling Centre.

Last year the Council sent less than 1% of waste to landfill. The approach we take means that we provide residents with a comprehensive service, which balances affordability, sustainability and environmental benefit. Non-recyclable waste placed inside the black bin is taken to Sheffield's Energy Recovery Facility where it is burnt to produce low carbon heating for more than 125 buildings in the City through an underground pipe system and electricity for the national grid.

The Council is committed to improve its recycling services. The Environment Act became law in November 2021, and is expected to introduce new recycling collections for materials not currently collected for recycling from Sheffield homes. We are awaiting confirmation from

Government as to the exact nature of these changes, along with timescales and funding to pay for the additional costs. Work is already underway in preparation for these changes, and in 2022 we ran a 12-week separate food waste recycling trial to help inform a future citywide roll out.

**Q.2 What progress, if any, has been made around neighbourhood recycling schemes in those areas of the City where the topography impacts on residents ability to easy recycle glass, metals, plastics and paper/card?**

A.2 Recycling collections of paper and cardboard, glass, cans and plastic bottles are available across the city. Residents living in houses receive a 140-litre blue bin for paper and cardboard and a 240-litre brown bin for glass, cans and plastic bottles, both collected every four weeks. The recycling services provided to flats are tailored according to spatial requirements and household numbers with a varying container types and collection frequencies provided.

Shared bins are available to houses, following consultation with affected households, where there is no space to store bins on the property. This can help to reduce the number of bins permanently located on the highway.

Equality impact assessments are carried out when introducing waste and recycling services, and assisted collections are made available to residents unable to present a bin for collection due to an age or medial reason.

We would advise any residents with concerns relating to the topography of where they live and the impact this has on their ability to recycle, to contact the Council's waste management team for advice.

**Questions of Councillor Minesh Parekh to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams) and the Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)**

**Q.1** A recent [Ramblers study](#) has found that poor and ethnically diverse communities are less likely to have access to public footpaths. Will the authority share any analysis undertaken into the correlation of local footpaths coverage with ethnic diversity or IMD.

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

**Q.2** Will you share any comparative data held on the relative coverage and lack of public footpaths at a Ward level.

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

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

**Q.1** What is the approach of the council to funding the many worthy city-wide organisations, such as the Archer Project and SADACCA, with Community Infrastructure Levy (CIL) where their activity relates to all wards across the city?

**A.1** CIL receipts are divided into strategic CIL (80%) and neighbourhood CIL (15%) with 5% for administration costs. This is currently allocated to Wards and not citywide activity. Officers have begun a review of how we use neighbourhood CIL with a view to support more activity in the city and ensuring we have a robust and open process.

**Q.2** What work is being done to make the best use of CIL to assist such voluntary organisations with regeneration and other activities?

**A.2** As agreed by Cabinet in 2018, Sheffield allocates neighbourhood CIL to Wards based on deprivation data – neighbourhood CIL is aimed at supporting local and not city-wide activity. The present neighbourhood CIL process is that organisations are invited to fill out a proposal form or the LAC team identify projects and initiatives that may meet the criteria for CIL. Consultation is carried out with ward councillors, and this then goes to the Head of Communities to make a decision in consultation with the Chair of

the Communities, Parks & Leisure Committee. This decision is delegated to the Head of the Communities by the Director of Communities. As mentioned above, we are currently reviewing our approach to neighbourhood CIL.

**Q.3 What is the assessment process for requests for funding from CIL from third sector organisations?**

A.3 Please see response to question 2.

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

**Q. Antisocial behaviour blights lives and neighbourhoods. Often the responsibility is placed on complainants to prove it is serious enough for any interventions to be considered.**

**How many cases of antisocial behaviour associated with Airbnbs have been reported in Sheffield, and how have they been resolved?**

A. I can confirm Environmental Protection Service (EPS) have received approximately 7 complaints into the service from the start of this year, specifically in relation to noise nuisance from an Air BNB. Complaints of this nature will follow our procedure for investigating noise nuisance and it will be the responsibility of the person reporting the issue to gather the information in form of a diary and return on completion. This will enable the investigating officer to analyse and take the appropriate action where necessary on receipt. We appreciate that noise can have an impact on the immediate neighbour but also locally therefore, to assist with the investigation, we would encourage anyone affected by the noise to report into the service to assist with the investigation.

However, to date, the service has not received any diary evidence of an alleged noise nuisance regarding Air BNB and, therefore, we have not been able to progress the cases originally reported to EPS.

The Council Housing Service has had no reports of anti-social behaviour in Airbnbs relating to tenants or leaseholders. The council has dealt with a very small number of cases involving properties being used as Airbnbs, but these have been based on breach of contract/fraud not anti-social behaviour.

**Questions of Councillor Mike Levery to the Leader of the Council (Councillor Tom Hunt) to be answered by the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)**

**Q.1** What is the overall policy for trees on council land encroaching on private property, either through the tree canopy or roots?

A.1 The council's adopted Trees & Woodlands Strategy 2018-2033 is the overall policy for non-highway council trees in Sheffield. The full document is here: [Trees and Woodlands Strategies | Sheffield City Council](#)

The relevant sections are as follows:

4.4 All Trees and Woodlands on Council Land (Excluding Highways)

4.6 Tree Management in Housing Areas

4.8 Insurance Claims involving Council Trees.

**Q.2** Is this policy consistently applied across all policy committees, i.e. Waste and Streetscene, Housing, and Communities, Parks and Leisure?

A.2 The Trees & Woodlands Strategy covers all trees on council land except highways and its guidance is applied consistently across those service areas.