

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 15 February 2023 by the Waste & Street Scene Policy Committee.

Item No

8. HACKNEY CARRIAGE VEHICLE POLICY

8.1 The Licensing Authority is seeking approval of the Hackney Carriage Vehicle Licence Policy. The Policy officer introduced the report which provided information and guidance on:

- Applications
- decision-making
- enforcement

In providing a publicly available document, it allows:

- transparency
- accountability
- consistency

8.2 **RESOLVED UNANIMOUSLY:** That the **Waste and Street Scene** Policy Committee:-

1. Approve the Hackney Carriage Vehicle License Policy to come into force on 1st March 2023, as set out in Appendix H, with the amendment to amend the age of first registration to 7 years and 6 months for Diesel, Petrol and ZEC vehicles.

8.3 **Reasons for Decision**

8.3.1 The Department for Transport recommends that licensing authorities make publicly available a cohesive policy document and to review this document every five years.

8.3.2 The document is designed to:

- Provide individuals with a clear, consistent basis for submitting applications
- Provide a clear, consistent basis for determining licence applications
- Provide licensees with information on licensing requirements throughout the time they are licensed

8.3.3 It is recommended that Members approve the policy in order for the updated recommendations be implemented.

8.4 **Alternatives Considered and Rejected**

8.4.1 There are no alternative options under consideration.

9. **STREET TRADING IN THE CITY CENTRE - APPROVE THE NEW RESOLUTION FOLLOWING CONSULTATION**

9.1 The Chief Licensing Officer introduced the report which set out the results of the public consultation undertaken in relation to the proposal to change the designation of streets in Sheffield City Centre from Consent Streets to Prohibited Streets under the Local Government (Miscellaneous Provision) Act 1982.

9.2 **RESOLVED UNANIMOUSLY:** That, following consideration of the representations made to the public consultation, the Waste and Street Scene Policy Committee:-

1. Approves the proposals set out in the report; and
2. Refers the approved proposals to Full Council to pass the resolution changing designated streets in Sheffield City Centre from Consent Streets to Prohibited Streets.

9.3 **Reasons for Decision**

9.3.1 Moving forward with the proposals outlined in this Report will improve the on-street food trading offer across the city centre, providing more opportunities for local street food businesses (especially start-ups) and the creation of mini street food markets.

9.4 **Alternatives Considered and Rejected**

9.4.1 The Council could maintain the status quo. However, in order to secure the benefits outlined in this and previous reports this option is not recommended.

10. **ELECTRIC VEHICLE CHARGER FEES AND CHARGES**

10.1 The Parking Services Manager introduced the report which sought approval to increase the current tariff price to be charged to motorists using Sheffield City Council's Rapid Electric Vehicle Chargers. It also seeks approval of the price to be charged to motorists using Sheffield City Council's new Fast Electric Vehicle Chargers.

10.2 **RESOLVED:** That the **Waste and Street Scene** Policy Committee:-

3. Approve the price charged to motorists using the Council's existing network of Rapid (50kW) Electric Vehicle Chargers being increased to 72p per kilowatt hour used for the first 60 minutes with the charge after 60 minutes increasing to a flat fee of £20 per hour to encourage turnover and access to the chargers.

4. Approve the price charged to motorists using the Council's new network of Fast (7kW – 22kW) Electric Vehicle Chargers being initially set at 58p per Kilowatt hour.
5. Note that a new Traffic Regulation Order to implement the fees for Fast Chargers is intended to be proposed. This proposal will be subject to the usual statutory consultation process required for a Traffic Regulation Order.
6. Note that a new Traffic Regulation Order to implement pay and display parking charges for vehicles that are in parking places and charging via Fast Electric Vehicle Chargers is intended to be proposed. This proposal will also be subject to the usual statutory consultation process required for a Traffic Regulation Order.
7. Delegate Authority to the Executive Director of Operational Services, in consultation with the Chair, Deputy Chair and Group Spokesperson for the Waste and Streetscene Committee, to make future changes to the fee motorists pay to use the Council's electric charging infrastructure, where: a. the change supports effective management of demand for parking and contributes to wider traffic management objectives; b. the proposed change is not for an amount greater or less than the rate of 15p per Kilowatt hour or the Retail Price Index plus 1% from the date they were last increased, whichever is greater.

10.3 **Reasons for Decision**

- 10.3.1 The price of 72 pence per kilowatt hour is in line with other commercial and local authority operators so will be appropriate to encourage use while covering costs of running the chargers. The increase to a flat fee of £20 per hour after 60 minutes of charging will discourage motorists from leaving their vehicle parked in the bay longer than is needed to fill their battery to an adequate charge. A battery can reach 80% charge within 30-40 minutes.
- 10.3.2 The fee introduced for Fast EV Chargers at 58 pence per kilowatt hour is in line with other commercial and Local Authority operators so will be appropriate to encourage use while covering costs of operating the chargers.
- 10.3.3 Removing the parking exemptions for pay and display charges for electric vehicle motorists using fast chargers is in line with other commercial and Local Authority operators so will be appropriate to encourage use while covering costs of running the chargers and keeps the tariff lower.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 Consideration was given to charging for 'parking only' (i.e. without also imposing charges which are based on charging an electric vehicle). It was discounted as the Council wants to encourage drivers to use the infrastructure and move on to increase availability of chargers for other motorists. Similarly, encouraging motorists to park in the bay for an extended period would reduce availability.
- 10.4.2 Consideration has also been given to not installing the Fast EV Chargers. However, the lack of infrastructure to charge electric vehicles is a barrier to switching from a combustion engine to an ultra-low emission vehicle. By doing nothing, the availability of chargers will remain lower, and the rate of change to electric vehicles is likely to also remain lower, reducing the speed in which vehicle change takes place, and reducing the impact in improving Sheffield's air quality.
- 10.4.3 Doing nothing and continuing with the current Rapid EV Charger tariffs would mean the gap between income and expenditure would continue to grow, cause further budget pressures and would be financially unsustainable.

11. REVENUE BUDGET MONITORING REPORT - MONTH 8

- 11.1 The Head of Accounting introduced the report which brought the Committee up to date with the Council's financial position as at Month 8 2022/23 General Fund revenue position.

- 11.2 **RESOLVED UNANIMOUSLY:** That the **Waste and Street Scene** Policy Committee:-

8. Note the Council's financial position as at the end of November 2022 (month 8).

11.3 Reasons for Decision

- 11.3.1 This paper is to bring the committee up to date with the Council's current financial position as at Month 8 2022/23.

11.4 Alternatives Considered and Rejected

- 11.4.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. No other alternatives were considered.

12. GRASS VERGE OPTIONS, INCLUDING WILDFLOWER PLANTING AND COMMUNITY FUNDED STREET TREES

- 12.1 The Head of Waste Management and Highways Maintenance introduced the report which set out a new approach to managing the competing demands on the Council's urban verges around the city, including options for protection measures to prevent anti-social parking, establishment of wildflowers and community funded tree planting.

- 12.2 **RESOLVED UNANIMOUSLY:** That the **Waste and Street Scene** Policy Committee approves:-

9. The new Grass Verge and Community Funded Street Tree Planting Policies

as outlined in appendix 1.

10. That the Council's Ecology Section (alongside the Sheffield and Rotherham Wildlife Trust) be permitted to give residents advice on appropriate wildflower species for grassed areas near their homes.
11. That Local Area Committees, Citizens and Elected Members have a greater suite of verge protection measures made available to them and for bespoke verge protection measures to be applied where safe/appropriate to do so.
12. That authority be delegated to the Head of Highways Maintenance to develop the 'Trees for Streets' offer for Sheffield in consultation with the Sheffield Street Tree Partnership.

12.3 **Reasons for Decision**

12.3.1 Approval of the recommendations will allow:

- An increase in the number of areas of wildflowers and areas on reduced grass cutting cycles in suburban areas in keeping with resident desires and the consultation outcomes.
- The rollout of a community tree planting website and crowdfunding portal for the planting of trees in protecting verges from anti-social parking practices as well as improving the aesthetic and climate resilience of neighbourhoods in 2023.
- Key stakeholders such as the Wildlife Trust and Council's Ecology Section to engage with interested Local Area Committees, residents and elected members and provide specialist technical input around wildflowers and rewilding in their community.
- A suite of verge protection measures being made available to each Local Area Committee in accordance with consultation results for verge protection schemes to be deployed where appropriate on a bespoke basis, reflecting the needs, identity and use of each neighbourhood. These steps will all cumulatively contribute positively to the city's response to the declared Nature Emergency.

12.4 **Alternatives Considered and Rejected**

12.4.1 An alternative model which would enable residents to cultivate, seed and maintain their own wildflower verges directly outside their properties licensed under Section 142 of the Highways Act 1980 was explored.

12.4.2 This piece of legislation requires the homeowner must indemnify the highway authority against any claim in respect of injury, damage or loss arising out of management and maintenance of that area of the public highway. The Council

therefore requires homeowners to have specific Public Liability Insurance for this purpose, which exhaustive searches of the market proved unattainable for the average citizen.

- 12.4.3 An alternative model where the Council would cut, collect, transport and dispose of grass clippings was previously explored as per the recommendations of the Wildlife Trust to optimise conditions for wildflower establishment.
- 12.4.4 This model was found to be financially prohibitive, requiring not only a full re-procurement of fleet and more stop/start approach to grass verge cutting which would result in slower progress and more operatives being required to deliver the service – but would also generate additional carbon through additional vehicle mileage in transporting of vast quantities of grass clippings across the city.
- 12.4.5 Highways Maintenance Division will therefore instead provide a quotation to Local Area Committees, members of scheme leads for sowing of Yellow Rattle as a natural grass sward suppressant, and let key interested stakeholders such as the Wildlife Trust and Council's Ecology Section extoll the benefits of residents raking off and home composting arisings from grass cutting activities.

13. AMEY PERFORMANCE REVIEW

- 13.1 The Head of Waste Management and Highways Maintenance introduced the report which provided an overview of the performance of Amey, including any current challenges and improvement plans. It also sought approval for improvement plan(s) and the new street scene and waste customer charter.
- 13.2 **RESOLVED UNANIMOUSLY:** That the **Waste and Street Scene** Policy Committee:-

13. Note the details of the performance update.

14. Note the new street scene and waste customer charter improving information to our customers on Amey and Veolia service delivery.

15. Agree the actions set out in the Report including tracking the delivery of the improvement plan against contract compliance

16. Receive a further update on Amey Performance in six months-time

13.3 Reasons for Decision

- 13.3.1 The Waste and Street Scene Policy Committee are recommended to note the details of the report and the appendices of supporting performance information as these detail the scale and scope of the contract delivery for Sheffield.
- 13.3.2 In approving the new waste and street scene customer charter, the Committee are ensuring customers understand what to expect in terms of response by Amey to key service requests and Amey's performance against these.
- 13.3.3 The Waste and Street Scene Policy Committee are recommended to agree the

actions noted in the report including the tracking the delivery of the improvement plans for surfacing, receiving a further update to committee on contract performance in six months' time as it is believed this will ensure contract compliance is maintained.

13.4 **Alternatives Considered and Rejected**

- 13.4.1 There are proposed actions set out in this Report, including tracking the delivery of the improvement plan against contract compliance. To the extent that there are alternative options available, these are set out in (closed) Appendix 2.