

SHEFFIELD CITY COUNCIL

Waste & Street Scene Policy Committee

Meeting held 14 February 2024

PRESENT: Councillors Joe Otten (Chair), Mark Jones (Deputy Chair), Alexi Dimond (Group Spokesperson), Sue Alston, Christine Gilligan Kubo, Tim Huggan and Mike Chaplin

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Tony Damms and Councillor Sioned-Mair Richards.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 No items were identified where resolutions may be moved to exclude the press and public.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The Minutes of the meeting of the Committee held on 20 December 2023 were approved as a correct record, subject to the insertion of "To proceed with the decision on the basis of the information contained within the report" to paragraph 10.4.1 regarding alternative options.

4.2 It was noted that a point of clarification had been requested by Andy Buck regarding the response to his public question. Officers were in contact with Amey to confirm the date of completion for the repair works to Chippinghouse Road and a response would be provided to Andy Buck. This did not impact the accuracy of the Minutes.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 A petition had been received from Mandeep Khaira which had received 17 signatures:

"Obtaining a post box for Teynham Road, S5

We, the undersigned, petition the council to support the community in S5 to have a post box on Teynham Road, S5.

A local post box on Teynham Road would be beneficial to the community, to ensure that everyone can access a local post box without having to rely on public transport / use one in heavy traffic areas."

There was no speaker to this petition. The Chair responded with the following answer:

A meeting will be arranged with the petitioner to understand the need for a post box in the area. Post boxes are the responsibility of Royal Mail however, once further information has been gathered, the Committee may wish to write to Royal Mail to encourage them to provide sufficient coverage in the area.

5.2 Roy Morris from Better Buses for South Yorkshire attended the meeting and asked the following questions:

“I am a member of Better Buses for South Yorkshire. As well as buses, we are obviously concerned with issues relating to council policy on broader, loosely related issues. Therefore, I would be grateful for a slot to ask the following question at the next WSS meeting:

Would it be a positive development to publicise the use made of traffic infringement charges?

More detail:

- What use is made currently of funds collected?
- Is there a potential benefit in giving a higher profile to these funds and their use?
- Would such publicity facilitate the development and public acceptance of measures to move towards net zero?”

The Chair responded with the following answers:

In terms of traffic infringement charges, the council issues Penalty Charge Notices for civil contraventions of Parking, Bus Lane and Clean Air Zone restrictions. The police also issue fines for some parking, bus lane and other traffic related contraventions, but the council do not derive any income from those fines.

The Parking and Bus Lane Penalty Charge Notices issued by the council contribute towards the overall annual parking account. The Council publishes the account annually on its website. The use of the parking account is regulated by Section 55 (4) of the Road Traffic Regulation Act 1984 and the Civil Enforcement of Road Traffic Contraventions (Approved Devices, Charging Guidelines and General Provisions) (England) Regulations 2022. These regulations set out the purposes for which income beyond the costs of running the parking service can be used:

- Provision and maintenance of off-street parking (parking account only)
- Funding public transport
- Highway and road improvements
- purposes of environmental improvement in the local authority's area

In previous years surpluses have been spent on highway maintenance.

The Penalty Charge Notices for the Clean Air Zone are regulated by Part III and

Schedule 12 of the Transport Act 2000, Parts 2 and 6 of The Road User Charging Schemes (Penalty Charges, Adjudication and Enforcement) (England) Regulations 2013. In the event that net proceeds are generated from the Scheme over the opening ten year period, these proceeds would be applied to facilitate the achievement of relevant local transport policies in Sheffield's Transport Strategy and the Sheffield City Region Transport Strategy in accordance with the following high level spending objectives:

- supporting the delivery of the ambitions of the Scheme and promoting cleaner air;
- supporting active travel and public transport use;
- supporting zero emission and sustainable infrastructure and actions in and around the city to improve air quality.

A report to the Transport, Regeneration and Climate Policy committee on the 14 February 2024 will recommend endorsing the proposal to commit an initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school.

In terms of publicising the use of any surplus income, council officers brought a public report on the annual parking account to the Waste and Street Scene Policy Committee in December, with detail on the work undertaken by Parking Services to manage traffic and support bus priority measures. The report to Transport, Regeneration and Climate Policy Committee on CAZ income will be accompanied by a press release and ongoing communications plan relating to the clean air implementation plan.

The council is keen to promote net zero and measures to increase public transport patronage are an essential strand to improving overall carbon emissions in the city.

- 5.3 In response to a request by the Committee, Officers agreed to circulate a link to the webpage where the Annual Parking Account was published.

6. MEMBERS' QUESTIONS

- 6.1 There were no questions from Members of the Committee.

7. WORK PROGRAMME

- 7.1 The Principal Democratic Services Officer submitted a report containing the Committee's Work Programme which detailed all known, substantive agenda items for forthcoming meetings of the Committee to enable the Committee, other Committees, officers, partners and the public to plan their work with and for the Committee.
- 7.2 Officers agreed to schedule a walk round of match day parking at Sheffield Wednesday football ground and to arrange a meeting with the Sheffield Food Partnership following the election in May.

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

1. approves the Committee's work programme, as set out in Appendix 1, including any additions and amendments identified in Part 1;
2. gives consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme; and
3. notes any referrals from Council or other Committees detailed in Section 2 of the report and agrees the proposed responses.

8. REVIEW OF THE MOOR MARKET SERVICE CHARGE

8.1 The Interim Operations Manager City Centre Maintenance and Sheffield Markets and Head of Street Scene Services presented a report that set out a proposal to review the service charge recharged to traders at the Moor Market and the reasons why officers considered that this needed to be implemented.

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

1. approves an increase to the service charge currently charged to market traders of CPI+8% (an increase of 14.8%);
2. approves a period of 12 weeks from the decision being taken to the implementation of the new service charge; and
3. agrees that further service charge reviews should take place annually for officers to make proposals to the Committee for moving towards full cost recovery or if necessary, proposals will be brought to maintain the service charge at that rate at the time of the report or reduce the service charge.

8.3 **Reasons for Decision**

8.3.1 The option outlined in scenario 5 (CPI+8%) provides a reasonable increase to the service charge that enables the Council to move towards full cost recovery whilst allowing time to assess the impact of the increase on traders, given that the service charge has not been increased in a number of years.

8.3.2 The Market Traders provide a valuable service and a service charge above CPI+8% may impact on occupancy levels or result in costs being passed on to customers.

8.4 **Alternatives Considered and Rejected**

8.4.1 The option to do nothing (scenario 1) has been rejected by officers due to the unsustainable nature of the increasing subsidy required on operational costs.

- 8.4.2 The option to move straight to full cost recovery (scenario 9) will be too much of an impact on the tenants. It's likely to create significant cost pressures that are too large to pass straight on to customers and may increase the markets vacancy rate, which will negatively financially impact the budgets for service charges and rents. Overall, it could undermine the financial position rather than improve it.
- 8.4.3 Other models of recharging the service charge such as a service charge only tenancy agreement are options that require further work that has not been possible to complete in time to consider for this paper.

9. PARKING FEES AND CHARGES

- 9.1 The Parking Services Manager and Head of Street Scene Services presented a report that reviewed the parking fees and charges and proposed changes to the charges for parking permits, bay suspensions, parking dispensations and parking tariffs. The proposed changes would help to better manage parking demand and contribute to wider traffic management and environmental objectives.
- 9.2 Members requested that the green permit and zoning schemes be reviewed as the number of green permits had increased significantly which was impacting on the availability of on street parking in the city centre.
- 9.3 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee:
4. approves an increase in Pay and Display tariffs in the parking zones outside the city, as detailed in Appendix A, and that these be implemented as soon as practicable;
 5. approves an increase to City Centre Zone Pay and Display tariffs, as detailed in Appendix A, noting that parking in Carver Lane, Devonshire Green, Milton Street and West Street Lane car parks is for a maximum of 6 hours and the rates for Wicker Lane car park are per two hours, and that these tariffs be implemented as soon as practicable with the following amendment:
 - a. that the City Centre discounted evening tariff, which is in place for Monday to Saturday of a £2 flat rate after 4.30pm (or £1.45 for up to 1 hour), be also applied to Sunday.
 6. approves changes to the permit pricing structure, as detailed in Appendix B of this report, and that these be implemented from 1st of April 2024;
 7. approves changes to the dispensation and bay suspension charges, as detailed in this report, and that these be implemented from 1st of April 2024;

8. approves an increase to Pay and Display tariffs in Parks car parks, as detailed in Appendix A, and notes that tariffs relating to those car parks which fall within charitable trust property will require the consent of the Charity Trustee Sub-Committee, and that these be implemented as soon as practicable;
9. approves a delegation to the Executive Director of Neighbourhoods Services, in consultation with the Committee Chair and Members of the Waste and Street Scene Policy Committee, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased); and
10. requests that officers in the parking services team work together with the Transport team to examine and review the green permit and zoning schemes and report findings and any recommendations for action or change to the appropriate committee.

9.4 Reasons for Decision

9.4.1 It is anticipated that the proposed tariff and fee changes set out in this report will help by better managing parking demand in areas and at times when demand is regularly and demonstrably outstripping supply.

9.4.2 It is therefore recommended that:

- Pay and Display tariffs in the parking zones outside the city centre are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1st of April 2024.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1st April 2024.
- Pay and Display tariffs in Parks car parks are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- The Executive Director of Neighbourhood Services has authority, in consultation with the Committee Chair and Members of the Waste and Street Scene Policy Committee, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased).

9.5 Alternatives Considered and Rejected

- 9.5.1 The Council could maintain its current tariffs. This would not address the excess demand parking issues outlined in this report, nor enable other positive outcomes that may arise, such as better air quality.
- 9.5.2 The Council could make higher and more widespread increases in tariffs, but, with the information available, these are not thought to be appropriate or proportionate to achieve the aims of the proposed increases.
- 9.5.3 The Council could reduce the number of permits allowed at each residential property to restrict demand. This general approach could have a disproportionate effect in certain Peripheral Parking Zones and as such this would need to be considered in greater detail on a Zone-by one basis.

10. WASTE AND STREET SCENE CAPITAL STRATEGY 2024/25

- 10.1 The Head of Street Scene Services presented a report that set out the key priority areas for capital investment for the Waste and Street Scene Policy Committee and provided an overview of potential projects and priorities for the years 2024 to 2029, together with an overview of anticipated developments and challenges up to 2052. The Committee was asked to endorse the general approach to inform the Council's overarching Capital Strategy.
- 10.2 Officers agreed to provide further information on the arrangements with Veolia regarding the use of fleet vehicles for the waste contract and the preparedness to submit bids when funding is available to procure new green vehicles.
- 10.3 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee:-
 - 1. endorses the proposals set out in this report;
 - 2. notes that the proposals will be included in the draft Capital Strategy to be submitted by the Strategy and Resources Policy Committee to Full Council for approval in March 2024; and
 - 3. notes that, if approved at Full Council:
 - a. officers will prepare for and conduct consultation with relevant stakeholders (including with partners, staff, trades unions [if required] and in respect of equalities and climate change) on the proposals in this report in order to determine the final project proposals;
 - b. officers will work to develop any necessary detailed implementation plans for the proposals in this report so that the proposals can be implemented as planned; and
 - c. approval for detailed proposals will be sought as part of the monthly

capital approval cycle by the Finance Committee.

10.4 **Reasons for Decision**

- 10.4.1 Members are asked to note the unsustainable financial position highlighted by the medium-term financial analysis presented to Strategy and Resources Committee in September 2023.
- 10.4.2 This report and its recommendations set out how capital projects can continue to be developed and delivered, despite the limited resources available and continue to deliver quality infrastructure for the people of Sheffield.

10.5 **Alternatives Considered and Rejected**

- 10.5.1 The Council is required to both set a balanced budget and to ensure that in-year income and expenditure are balanced. Committee is invited to comment upon and endorse the current proposals to form part of the Council's wider Capital Strategy for 2024/25.

11. **USE OF GLYPHOSATE VIA THE STREETS AHEAD CONTRACT**

- 11.1 The Assistant Director – Highways presented a report that provided an update on the previous trials relating to reducing the use of Glyphosate and the outcomes of those trials. The report set out options and recommended actions for phasing out the use of Glyphosate in highway areas.
- 11.2 Officers agreed to provide further information on the outcomes from the trials of the FoamStream system by other authorities and whether the Council had designed its own trial differently, taking into account the findings from the other authorities.
- 11.3 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee:

1. approves the continuation of the city-wide reduction in the use of Glyphosate as was agreed unanimously on 27th September 2023;
2. agrees that officers supplement efforts to reduce the use of Glyphosate by carrying out limited operational trials of the FoamStream system during 2024;
3. agrees that officers use the FoamStream trials as the basis to calculate both cost and environmental implications of the system and present this to Committee in December 2025;
4. retains the option, in December 2025, to instruct the commencement of a further three-year trial of maintaining trial areas of the highway using alternative measures which are Glyphosate free from 1st January 2026 to

1st January 2029;

5. agrees that, if the legislative position on Glyphosate changes in the intervening period, officers commit to return to Committee within 3 months of any legislative change announcement with a revised position for the Committee to consider; and
6. agrees that, regardless of the legislative position, officers will return to Committee by December 2025 to advise on the total usage of Glyphosate products throughout the current trial of reduction measures, alongside detailed cost implications to enable the Committee to decide whether they wish to progress to the next phase of trials.

11.4 Reasons for Decision

11.4.1 Approval of the recommendations will allow:

- A continuing reduction in the use of glyphosate in highway areas across all of Sheffield.
- Establishing better baseline data around longer-term impacts of cessation.

11.5 Alternatives Considered and Rejected

11.5.1 The option to 'do nothing' was considered and discounted considering both the declaration of a Nature Emergency and the support received for the petition against the use of Glyphosate.

11.5.2 The option to cease the use of Glyphosate on all land immediately was considered but discounted due to high level of cost/expenditure. Sheffield has 1,064,045.03 square metres of high usage footways and 8,77,757.67 square metres of lower use footways in the city.

Based on a "worst case scenario" of around 10% of the footway network failing between 2023 and 2037 due to weeds and vegetation this is estimated to cover around £116 million pounds in resurfacing.

Additional Street Cleansing Costs have also been modelled based on 42 additional operatives, additional road sweepers, and other vehicles, and plant machinery being brought into the operation to uplift street cleansing service to manually remove weeds has also been costed at around £2.4 million per year – circa £32 million over the remainder of the PFI contract.

Therefore, the total potential cost implication of complete cessation in a worst-case scenario could be as high as £150 million of additional expenditure. This may however be mitigated should there be a legislative change.

11.6 During the discussion on the above item, Councillor Alexi Dimond left the meeting and did not return.