

Waste & Street Scene Policy Committee

Meeting held 15 February 2023

PRESENT: Councillors Joe Otten (Chair), Alexi Dimond (Group Spokesperson), Tim Huggan, Mark Jones, Nabeela Mowlana, Janet Ridler, Paul Turpin, Cliff Woodcraft and David Barker (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Mike Chaplin.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 It was noted that appendix D to item 9 on the agenda (Hackney Carriage Vehicle Policy) and appendix 2 to item 14 on the agenda (Amey Performance Review) were not available to the public or press because they contained exempt information as described in paragraph 3 of Schedule 12A to the Local Government Act 1972. The Committee would ask the members of the public and press to kindly leave for that part of the meeting and the webcast would be paused.

3. DECLARATIONS OF INTEREST

3.1 There were no declarations of interest.

4. MINUTES OF PREVIOUS MEETING

4.1 The Minutes of the meeting held on 21 December, 2022 were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 A petition was received from Mohammed Faysal Ansar:

“A bag to collect batteries and be collected as part of bin service.

We the undersigned petition the council to provide a bag for old batteries, to be collected as part of the recycling service. Do you wonder what happens to batteries that do not get the right treatment they deserve. By this I mean that if we don't recycle used batteries we no longer need or are no longer working, we decide to throw them straight in the black bin. If you look on Veolia Twitter page, it instructs us that throwing batteries in the general waste (black bin) or recycling bin can cause a fire, causing a hazard for Veolia's crew.

If you think about it the transport we are going to use in the future will rely on batteries. So if we don't recycle the batteries we use, the only thing we are doing is damaging the environment and wasting more valuable Earth resources.

So I am asking for Sheffield Council to collect batteries as part of bin service so all households can recycle batteries, just like what other councils have started doing in the UK.”

There was no speaker to this petition. The petition was noted, and the petitioner would be provided with a written response in respect of the issue.

5.2 A petition was received from Mohammed Faysal Ansar:

“A recycling bin, box or bag to recycle glass.

“We the undersigned petition the council to provide a recycling bin, box or bag for glass. Do you wonder why the Sheffield household waste and recycling service is so expensive to run. It is because in the brown bin we recycle plastic, metal and glass, yes glass. Glass is expensive to recycle and it is even more expensive to recycle when it is in the same bin as metal and plastic. When recycling goes to be sorted, metals and plastics need sorting, but glass should go in a container of its own. So I am asking Sheffield Council to give Sheffield households the choice of a bin or box or, for households that don't have much glass, a bag. We Sheffield households can also do our bit to make a difference to Sheffield Council and Sheffield taxpayers can help to save hundreds of pounds every year Also, many councils collect glass in a separate bin, box or bag, and if Sheffield Council did the same, it could also save them hundreds of pounds every year.

We should also remember in the uk and around the world we household and councils are Recovering from the pandemic and that has send cost E.g Council tax Bills and other every day essentials out of most people reach.

So if we start by recycling glass properly maybe we will be on the right road to recovery.”

There was no speaker to this petition. The petition was noted, and the petitioner would be provided with a written response in respect of the issue.

5.3 A petition was received from Mohammed Faysal Ansar:

“Requesting a Larger Blue Bin or Change Back to a Fortnightly Recycling Service”.

We the undersigned petition the council to provide a larger blue bin or change back to a fortnightly recycling service. Back in 2017, Sheffield Council changed the recycling service from fortnightly collection to monthly collection to save money and boost recycling rates. BUT, and it is a big BUT, the monthly recycling service just doesn't work. WHY - for most Sheffield households, a 140 litre blue bin to put a month's worth of paper, and cardboard in is just impossible. When it comes to collection day, you can only put a small amount of paper and cardboard beside your blue bin. The problem with this is Veolia, the bin company that collects the waste on behalf of Sheffield Council, will only collect a small amount of extra paper and cardboard. Everything else will still be beside your blue bin to put back in your bin until the next collection. I don't call this recycling if you only take some of the waste and everything else will still be left for another month.

Sadly for most Sheffield households the blue bin service is the only way of recycling there paper and cardboard, so if you only get a 140 litre blue bin to put everything in and that is the only way for you to use the recycling service, this tell us Sheffield household only one thing that Sheffield Council did this just to save money.

Sadly not many households get the chance to go to the recycling centre and recycle their extra paper and cardboard.”

There was no speaker to this petition. The petition was noted, and the petitioner would be provided with a written response in respect of the issue.

- 5.4 One public question was received from Janiece Wallace, James Martin read the question on her behalf:

“I would like to raise the following public question to the Waste and Street Scene Committee on Wednesday. I will not be able to attend but would be grateful if you allow James Martin or the Chair to read out the question.

The plans to dim street lights is concerning for many in the visually impaired community. Such changes can leave people with degrading eye conditions becoming more distressed and losing independence and social interaction earlier amongst many other aspects. Will the dimming proposals be given a trial at a meaningful time of year where nights are at their darkest to ensure a fair evaluation?”

The Chair responded with the following answer:

Any street lighting dimming proposals will be subject to public consultation including appropriate trial dimming and will be presented to committee and agreed with members prior to implementation.

- 5.5 James Martin attended the Committee and asked the following question:

“Noting the proposal for further dimming street lighting, will the lighting levels remain at or above the British Standards set or are proposals to take levels below national standards?”

The Chair responded with the following answer:

At the moment street lighting dimming options are still being developed. Any street lighting dimming proposals will be subject to public consultation including appropriate trial dimming and will be presented to committee and agreed with members prior to implementation.

- 5.6 James Martin attended the Committee and asked the following question:

“We are pleased to see the retention of all hackney carriages in Sheffield being wheelchair accessible vehicles. This will help to ensure a more accessible welcome to the city. We also tentatively welcome the introduction of permission for rear-

loading vehicles as this will help many users, however, the council will need review whether all ranks are suitable as previously highlighted.

Can the committee please ensure that the vehicle commitment is set into policy, and that officers are ensuring plans are in place to measure any adjustments required to the built environment?"

The Chair responded with the following answer:

The Licensing Authority will work alongside other Council services and organisations to ensure, where possible, that any adjustments to the built environment are considered.

5.7 Naheem Hanif attended the Committee and asked the following questions:

"1) What contingency plans has the council made, if 88% of drivers that own non-CAZ compliant taxis, decide to leave the hackney trade and join Uber / Bolt / City where they can earn more and have access to a wider range of cheaper vehicles? The hackney trade will be decimated!

2) I have been looking for a good condition, low mileage Euro 6 Mercedes Vito taxi as I need a minimum of 6 seats. I have tried various taxi dealers such as Cab direct, Taxifix, Birmingham Taxi warehouse etc. None can supply any as the model has been discontinued. I can't afford the TX5, What am I supposed to do?

3) Why will the council not accept mixed fleet hackney carriages? This model has proven to work in other cities.

I looked at the full electric Mercedes Evito which has room for 8 passengers and 2+ foldable wheelchairs. But this is not a hackney. Surely if we are serious about clean air in Sheffield, then why wouldn't you allow a full electric multi purpose vehicle to be used as a taxi?"

The Chair responded with the following answers:

- 1) The Licensing Authority is proposing a change to policy that will allow both side and rear-loading vehicles, as well as allowing Euro 6 standard vehicles that are under 7 years old. This will allow a greater number of vehicles to be licensed.

The Clean Air Zone is funded by the Department for Environment, Food and Rural Affairs (DEFRA) and forms part of their national Clean Air Strategy to tackle air pollution, including roadside nitrogen dioxide concentrations in the UK. DEFRA have awarded funding to Sheffield City Council to support people most impacted by the CAZ to upgrade or replace their vehicle. In response to stakeholder feedback and in-light of the cost-of-living crisis the Council has negotiated with DEFRA to make sure that the funding packages available are the best deal possible within the constraints, such as:

- Offering grant and low interest loan options

- Increased the maximum value for Hackney taxis upgrading to a Euro 6 diesel or Euro 4 petrol engine up to £6,000
 - Increased the maximum value for Hackney taxis upgrade to an electric vehicle up to £10,000
 - Making retrospective funding available for those who have upgraded / replaced their vehicle in response to the CAZ since 26 October 2021 (scheme launch date tbc).
 - Secured a temporary exemption for Hackney Carriage owners licensed with Sheffield City Council until 5th June 2023.
 - Temporary exemptions available for those who take-up grant / loan funding while they find a new vehicle / retrofit and until the vehicle / retrofit is supplied
- 2) The Licensing Authority is proposing a change to policy that will allow both side and rear-loading vehicles to be licensed as a hackney. This will allow greater choice for the licensee.
- 3) It is important to maintain a standard whereby those with a disability, specifically wheelchair users, have adequate access to suitable vehicles.

The Authority is proposing a change to the current policy, allowing both side and rear-loading vehicles to be licensed. This will allow greater choice for the licensee whilst maintaining wheelchair accessibility.

Other core cities, including Nottingham, Birmingham, Bristol, Liverpool, and the Greater Manchester Combined Authority all mandate a 100% wheelchair accessible fleet.

Some authorities (Leeds and Barnsley) that do not mandate a 100% wheelchair accessible fleet are seeing wheelchair accessible vehicles undertaking much of the contract work, leaving little to no vehicles available at ranks.

The Licensing Authority is proposing a change to policy that will allow both side and rear-loading vehicles to be licensed as a hackney. This will allow greater choice for the licensee.

Vehicles wishing to be licensed as a hackney carriage must confirm to the specification. Whilst emissions are a key element, especially due to the introduction of the Clean Air Zone, other elements must be taken into consideration.

5.8 Seven questions were received from Javid Khan. Javid Khan did not attend the meeting to ask their questions therefore a written response would be provided.

5.9 Ibrar Hussain attended the Committee and asked the following questions:

“1. Please confirm the list, in order, of future policies affecting taxi and private hire trade coming before this policy committee meeting in year 2023 as part of the forward plan:

- Fees Review,
- Review of Additional Independent Approved Test Centres,
- Review of Vehicle MOT Testing Criteria of both HCVs/ PHVs,
- IT provision in Taxi Licensing Service.

2. To both officers from licencing service & Cllrs, why have you not given or giving serious consideration to allowing saloon vehicles as a hackney carriage vehicle and followed the Leeds Model?

3. How will you implement card reader machines as outlined in HCV licence conditions and enforcement action if condition not applied?

4. What publicity will the licensing service give to promoting to general public of HCV licence condition of having card reader machines and its use as a condition of use?

5. What steps or real enforcement has licencing service taken practically to date to stop overcharging and misuse of refusing smaller jobs etc, so far no evidence in action seen its a total failure, need in-depth response with data and action plan to implement?

6. What steps has the licensing service taken and working with other LA enforcement officers to stop or enforce taxi and PH laws in Sheffield when out of town working in Sheffield in 2022/2023? Give full in-depth response.”

The Chair responded with the following answers:

- 1) It is envisaged that the fees review will take place June 2023. The Review of Additional Independent Approved Test Centres is a large piece of work that the Service does not currently have the resources to undertake in addition to the policy work being undertaken. We will however aim to look at this issue once the policy decisions have been dealt with after spring 2023. There are no proposals to review testing arrangements at this time. The Licensing Service Manager is undertaking the work required to identify a suitable supplier of IT provision.
- 2) It is important to maintain a standard whereby those with a disability, specifically wheelchair users, have adequate access to suitable vehicles.

The Authority is proposing a change to the current policy, allowing both side and rear-loading vehicles to be licensed. This will allow greater choice for the licensee whilst maintaining wheelchair accessibility.

Other core cities, including Nottingham, Birmingham, Bristol, Liverpool, and the Greater Manchester Combined Authority all mandate a 100% wheelchair accessible fleet.

Some authorities (Leeds and Barnsley) that do not mandate a 100% wheelchair accessible fleet are seeing wheelchair accessible vehicles undertaking much of the contract work, leaving little to no vehicles available at ranks.

- 3) It is the responsibility of the licensee to ensure that policy conditions are adhered to. Those licensees that do not adhere to conditions will be subject to enforcement action. It is expected that all licensees have the means to take non-cash-payments within 2-months of the policy being implemented.
- 4) There are no current plans to promote the use of cashless payments systems. However, we are talking to our communications team and Sheffield railway station to see if they can provide any help.
- 5) The licensing service have spent time engaging with hackney carriage drivers in an effort to address issues including overcharging and unreasonable fare refusals, including the distribution of information to drivers as a proactive means of raising awareness regarding offences.

The licensing service is considering further options, including test purchase operations, and where there is sufficient evidence, the licensing service will always seek to take appropriate action, which may include, but is not limited to, prosecution and licence reviews.

In cases where the licensing service receive complaints of overcharging or unreasonable fare refusal, the service will always investigate and where the necessary evidence is available, take appropriate action.

Enforcement officers have recently taken action against several drivers for offences witnessed by officers in and around the City Centre and Moor. Appropriate action was taken against these drivers in line with the evidence available.

- 6) Licensed vehicles are permitted to work in other areas other than those in which they are licensed.

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

The Licensing Service has worked alongside other local authorities during enforcement, most recently in June 2022 and will continue to do so where other LA's are available.

- 5.10 Nasar Raof attended the Committee and asked the following questions on behalf of GMB:

“With the risk of vulnerable people of Sheffield, women on their own at the end of the night not being able to get taxis home, why is Sheffield council not looking at opening Hackney vehicles to include saloons and other cars to make up the short fall?

We have seen Hackney vehicles decline by 100’s across the years and declining still, why can the council not look at positive initiatives like mixed fleet vehicles rather than rear loading only where cost is more?

With the cost of living crisis and the impact covid had on the taxi trade, devastating impacts were felt across the trade and public, why can this council not look at cost saving approach to filling the void created by the reduction

In taxis and use mixed fleet vehicles and include saloons?”

The Chair responded with the following answer:

It is important to maintain a standard whereby those with a disability, specifically wheelchair users, have adequate access to suitable vehicles.

The Authority is proposing a change to the current policy, allowing both side and rear-loading vehicles to be licensed. This will allow greater choice for the licensee whilst maintaining wheelchair accessibility.

Other core cities, including Nottingham, Birmingham, Bristol, Liverpool, and the Greater Manchester Combined Authority all mandate a 100% wheelchair accessible fleet.

Some authorities (Leeds and Barnsley) that do not mandate a 100% wheelchair accessible fleet are seeing wheelchair accessible vehicles undertaking much of the contract work, leaving little to no vehicles available at ranks.

The Chair committed to adding a representative from an organisation supporting women’s safety at night to the Taxi Forum.

6. WORK PROGRAMME

6.1 The Principal Democratic Services Officer introduced the item and drew attention to the recommendations, additions and amendments and the future Work Programme to be agreed moving forwards.

6.2 Members requested that a briefing on surface water flooding remediation, with particular regard to the road network, be added to the work programme for a future meeting.

6.3 RESOLVED UNANIMOUSLY:-

1. That the Committee’s work programme, as set out in Appendix 1, be agreed, including any additions and amendments identified in Part 1.

2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1.

3. That Members give 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.

7. HACKNEY CARRIAGE VEHICLE POLICY

7.1 The Head of Street Scene Services and the Licensing Strategy and Policy Officer introduced a report seeking approval of the Hackney Carriage Vehicle Licence Policy. The Policy Officer introduced the report which would provide information and guidance on applications, decision-making and enforcement. The Policy would be publicly available, allowing transparency, accountability and consistency.

7.3 In response to Members questions, the Licensing Strategy and Policy Officer clarified a number of points including: the age restrictions on vehicles would encourage the most pollutant vehicles to be replaced sooner; licensing fees were being reviewed with finance to achieve a fair balance; hackney carriage vehicles would be exempt from CAZ fees until 5 June 2023 with further exemptions for drivers who have applied for finance or are waiting for vehicles; the Licensing Sub-Committee can consider extensions for licensing vehicles beyond the licensable period; and, the Policy would remain under review and a full review would be undertaken after three years.

7.4 The Committee resolved to amend the Policy, increasing the age of licensable vehicles at first registration to seven years and six months in recognition of the difficulties faced by drivers regarding the availability of Euro 6 and ZEC vehicles.

7.5 **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.

7.6 Reasons for Decision

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

7.6.2 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

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

7.7 **Alternatives Considered and Rejected**

7.7.1 There are no alternative options under consideration.

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

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

8.2 **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.

8.3 **Reasons for Decision**

8.3.1 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.

8.4 **Alternatives Considered and Rejected**

8.4.1 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.

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

9.1 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes.

9.2 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. The report also sought approval of the price to be charged to motorists using Sheffield City Council's new Fast Electric

Vehicle Chargers.

9.3 The Committee requested a further briefing on the fees and charges for electric vehicle chargers.

9.4 The result of the vote on the resolution was FOR – 8 Members; AGAINST – 0 Members; ABSTENTIONS – 1 Member.

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

1. 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.
2. 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.
3. 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.
4. 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.
5. Delegate Authority to the Executive Director of Operational Services, in consultation with the Chair, Deputy Chair and Group Spokesperson for the Waste and Street Scene 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.

9.6 **Reasons for Decision**

9.6.1 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 motorist 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.

9.6.2 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.

- 9.6.3 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.

9.7 **Alternatives Considered and Rejected**

- 9.7.1 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.

- 9.7.2 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.

- 9.7.3 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.

10. REVENUE BUDGET MONITORING REPORT - MONTH 8

- 10.1 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.

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

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

10.3 **Reasons for Decision**

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

10.4 **Alternatives Considered and Rejected**

- 10.4.1 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.

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

- 11.1 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.

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

3. The new Grass Verge and Community Funded Street Tree Planting Policies as outlined in appendix 1.
4. 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.
5. 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.
6. 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.

11.3 **Reasons for Decision**

11.3.1 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.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 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.

- 11.4.2 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.
- 11.4.3 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.
- 11.4.4 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.
- 11.4.5 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.

12. AMEY PERFORMANCE REVIEW

- 12.1 The Head of Waste Management and Highways Maintenance introduced the report which provided an overview of the performance of Amey, including current challenges and improvement plans. The report also sought approval for improvement plan(s) and the new street scene and waste customer charter.

During consideration of this item of business, and in order for Members of the Committee to ask questions on Part B of the report, it was RESOLVED: That public and press be excluded from the meeting and the webcast be paused before further discussion takes place on the grounds that, in view of the nature of the business to be transacted, if those persons were present, there would be a disclosure to them of exempt information as described in paragraph 3 of Schedule 12A to the Local Government Act 1972, as amended.

The meeting was re-opened to the public and press, and the webcast was recommenced, prior to the decision being taken by the Committee.

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

1. Note the details of the performance update.
2. Note the new street scene and waste customer charter improving information to our customers on Amey and Veolia service delivery.
3. Agree the actions set out in the Report including tracking the delivery of the

improvement plan against contract compliance

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

12.3 Reasons for Decision

12.3.1 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.

12.3.2 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.

12.3.3 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.

12.4 Alternatives Considered and Rejected

12.4.1 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.

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