

Waste & Street Scene Policy Committee

Meeting held 15 November 2023

**PRESENT:** Councillors Joe Otten (Chair), Mark Jones (Deputy Chair), Alexi Dimond (Group Spokesperson), Sue Alston, Tim Huggan, Mike Chaplin, Sioned-Mair Richards, Tony Damms and Maroof Raouf (Substitute Member)

**1. APOLOGIES FOR ABSENCE**

1.1 Apologies for absence were received from Councillor Christine Gilligan Kubo. Councillor Maroof Raouf attended as a substitute member.

**2. EXCLUSION OF PRESS AND PUBLIC**

2.1 It was noted that Appendices 1 and 2 to the report at item 10 on the agenda and Appendix 1 to the report at item 11 on the agenda were not available to the public or press because they contained exempt information. If Members wished to discuss the exempt information, 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 Councillor Maroof Raouf declared a personal interest in Agenda Item 8 - Hackney Carriage Fares Review - as he held a HC/PHV licence however he did not currently operate as a Hackney Carriage Proprietor. Councillor Raouf took part in the discussion and voting thereon as he had not pre-determined his views on this item.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The Minutes of the meeting of the Committee held on 27 September 2023 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 A petition had been received from Katie Memmott which had received 6 signatures:

“Better and Brighter Street Lighting for Walkley

We the undersigned petition the council to provide better street lighting for the people of Walkley. Currently, the far cheaper LED alternative bulbs being used in streetlights are not bright enough for young women and children in particular to feel safe walking down their own street at night. We are petitioning for the Council to replace all residential street lights in Walkley with brighter lights, and not to put concerns over cost above the safety of Walkley residents.

Brighter street lights would help the people of Walkley feel safer, especially as the nights draw in and it becomes dark earlier. For those concerned about bright lights outside their bedroom window, I would remind them that these LED lights are quite a recent change, and the brighter bulbs that were used before did not cause sleep disturbances.”

The Chair responded with the following answer:

In 2012 Sheffield City Council through the Streets Ahead embarked on a street lighting initiative which involved replacing over 50,000 street lighting columns and all existing street lighting lanterns also were changed for new more expensive and more efficient Light Emitting Diodes (LED) lanterns. Street Lighting in the Walkley area, as all areas in Sheffield, was designed to British Standards BS5489 to attain specific lighting outputs to the British standards.

Designers made sure the British standards were met, and to this they took into consideration lantern power, optic type, optic angle, column height/spacings, traffic usage and road speed/ width to achieve the correct standard for the road.

A walk and build design process / package for every road considered the specific column height, position, and location, carefully positioning the column and lantern as to avoid obtrusive light into homes adhering to Institute of Lighting Professionals (ILP) guidance on obtrusive lighting which sets out levels for the specific environment.

A street lighting design seeks to attain the correct lighting output to the British Standards for the road while not wasting energy by “over lighting” the road. This work achieves a reduction in energy costs and lowers Sheffield City Council’s carbon footprint of which annual targets have to be met through the Streets Ahead contract.

Appreciate that despite this there are some specific roads in Walkley which may be presenting concerns in relation to low levels of lighting or in obtrusive lighting, and if these roads could be forwarded to us, we would be happy to carry out some on site testing to measure whether these levels are in compliance and consider what else can be achieved to allay concerns.

It is possible to vary the lighting levels as the street lighting columns have a range of levels to which they can be adjusted. If the public notify the council of particularly problematic areas, the council can review the lighting in that area.

- 5.2 A question had been received from Andrew Dyson from the Yorkshire Branch of Railfuture. Andrew Dyson did not attend the meeting to ask their question therefore a written response would be provided.

## **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 In response to Member's questions, the Chair informed the Committee that he would be attending the next meeting of the Sheffield Action on Plastic Group. The Director of Street Scene and Regulation added that the Government had recently published the Waste Strategy and officers were analysing its impact; proposals would be brought to a future meeting of this Committee.

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

1. agrees the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;
2. considers the further additions or adjustments to the work programme presented at Part 2 of Appendix 1; and
3. considers 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.

## 8. HACKNEY CARRIAGE FARES REVIEW

8.1 The Licensing Strategy and Policy Officer presented a report for Members to consider a request from taxi trade representatives to review the maximum permissible fares for journeys in hackney carriage vehicles.

8.2 Two proposals for a change to the current fares structure were submitted following consultation with the trade, these were from the Sheffield Taxi Trade Association (STTA) and a joint request from GMB, App Drivers and Couriers Union (ADCU) and Sheffield Eagle Taxi Association (SETA). In addition, a proposal was put forward in the meeting from Councillor Alexi Dimond.

8.3 In reaching their decision, the Committee considered all the proposals in detail and agreed that any additional surcharges should be added to the fare at the beginning of the journey for transparency.

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

1. Consider the requests made by trade representatives and amend the fares as follows:

**First 100 Yards**

		<b>Start</b>	<b>End</b>	<b>Price</b>	<b>Notes</b>
<b>Tariff 1</b>	Day	7am	7pm	£3.50	
<b>Tariff 2</b>	Night	7pm	7am	£3.70	
<b>Tariff 3</b>	Weekend	7pm	7am	£4.70	Friday 7pm - Sunday 7am

**Over 100 Yards**

	<b>Yards</b>	<b>Per Drop</b>	<b>When</b>	<b>Yards</b>	<b>Notes</b>
<b>Every</b>	195	£0.20	Up to	17600	
<b>Every</b>	176	£0.20	From	17600	

<b>Miles</b>	<b>Yards</b>	<b>Drops</b>	<b>Round Drops</b>	<b>T1</b>	<b>T2</b>	<b>T3</b>
0.5	880	4.00	4	£4.30	£4.50	£5.50
1	1760	8.51	9	£5.30	£5.50	£6.50
2	3520	17.54	18	£7.10	£7.30	£8.30
3	5280	26.56	27	£8.90	£9.10	£10.10
4	7040	35.59	36	£10.70	£10.90	£11.90
5	8800	44.62	45	£12.50	£12.70	£13.70
6	10560	53.64	54	£14.30	£14.50	£15.50
7	12320	62.67	63	£16.10	£16.30	£17.30
8	14080	71.69	72	£17.90	£18.10	£19.10
9	15840	80.72	81	£19.70	£19.90	£20.90
10	17600	89.74	90	£21.50	£21.70	£22.70
11	19360	109.43	110	£25.50	£25.70	£26.70
12	21120	119.43	120	£27.50	£27.70	£28.70
13	22880	129.43	130	£29.50	£29.70	£30.70
14	24640	139.43	140	£31.50	£31.70	£32.70
15	26400	149.43	150	£33.50	£33.70	£34.70
16	28160	159.43	160	£35.50	£35.70	£36.70
17	29920	169.43	170	£37.50	£37.70	£38.70
18	31680	179.43	180	£39.50	£39.70	£40.70
19	33440	189.43	190	£41.50	£41.70	£42.70
20	35200	199.43	200	£43.50	£43.70	£44.70

**Waiting Time**

	<b>Current</b>
<b>Seconds</b>	<b>45</b>
<b>Price</b>	£0.20
<b>Drops</b>	80
<b>Hourly</b>	<b>£16.00</b>

**3600** seconds in an hour

### Extras

Each hiring between 6pm on 24th December and 6am on 27th December and between 6pm on 31st December and 6am on 2nd January	<b>£2.50</b>
Each hiring on any other official Bank Holiday (7am - 7am)	<b>£1.20</b>
Fouling the Vehicle (Maximum Charge)	<b>£80</b>
For carrying between 5 and 8 passengers, to be added to the fare at the start of the journey	<b>£2.00</b>

2. That the temporary fuel surcharge that was approved by the Waste and Street Scene Urgency Sub-Committee in July 2022 be removed.

## 8.5 Reasons for Decision

- 8.5.1 Representatives of the trade have requested a review of fares, citing increased costs since fares were last reviewed and agreed in December 2021.
- 8.5.1 The temporary fuel surcharge to be removed as no longer required due to a decrease in fuel prices and compensation by an agreed increase in fares.

## 8.6 Alternatives Considered and Rejected

- 8.6.1 Appendix C sets out the various requests and proposals from trade representatives.

## 9. REVIEW OF CRYSTAL PEAKS MARKET SERVICE CHARGE

- 9.1 The Interim Operations Manager City Centre Maintenance and Sheffield Markets and Head of Street Scene Services presented a report that reviewed the service charge recharged to traders at Crystal Peaks Marketplace. The operational costs of the market and the service charge paid by the Council to the landlord of the Crystal Peaks Market had increased, however the increases had not been passed on to traders. The report explained the impact of under-recovery and set out proposed options in relation to service charges going forward.
- 9.2 Members noted that, in order to fund the required maintenance work, the service charge needed to be increased. The impact of any increase should be monitored closely and Members requested that an item be added to the Committee Work Programme to review the Market Strategy and explore ways that the Council could support traders.
- 9.3 In response to Member's questions, officers agreed to provide information on the

total amount of subsidy provided to the traders by the Council since 2009. Members also requested that, moving forward, reports on charges paid by traders be incorporated into one report rather than separate reports for each charge and Market.

9.4 It was moved by Councillor Joe Otten, and seconded by Councillor Mark Jones, that an increase to the service charge currently charged to market traders of CPI+8% (an increase of 14.8%) be approved. On being put to the vote, the motion was carried. Councillors Sue Alston, Mike Chaplin, Tony Damms, Tim Huggan, Mark Jones, Joe Otten and Sioned-Mair Richards requested that their votes for recommendation be recorded. Councillors Alexi Dimond and Maroof Raouf requested that their votes against the recommendation be recorded.

9.5 Councillors Alexi Dimond and Maroof Raouf requested that their support for the officer recommendation (an increase of CPI+22.26%) be recorded.

9.4.1 **RESOLVED:** That the Waste and Street Scene Policy Committee approves an increase to the service charge currently charged to market traders of CPI+8% (an increase of 14.8%).

(NOTE: The result of the vote on the resolution was FOR – 7 Members; AGAINST – 2 Members; ABSTENTIONS – 0 Members.)

9.4.2 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee agrees a period of 12 weeks from the decision being taken to the implementation of the new service charge.

9.4.3 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee agrees that a review 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 reduce the service charge.

#### 9.5 **Reasons for Decision**

9.5.1 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.

9.5.2 The overall outcome should be a more sustainable market, maintaining its quality and service levels, and a high occupancy rate to continue the vibrant feel to the markets post pandemic.

#### 9.6 **Alternatives Considered and Rejected**

9.6.1 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.

9.6.2 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.

- 9.6.3 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.

## **10. WASTE AND STREET SCENE BUDGET 2024/2025**

- 10.1 The Director of Street Scene and Regulation and the Head of Service: Finance and Commercial Business Partnering presented a report that set out the new financial pressures facing the Waste and Street Scene Committee in 2024/25, including fees, grant and other income available to the council to offset these pressures and proposals for how pressures may be addressed. Members were informed that, since the publication of the agenda, the funding gap for Waste and Street Scene in 2024/25 had been bridged.

- 10.2 During consideration of this item of business, and in order for Members of the Committee to ask questions on Appendices 1 and 2 of the report, it was **RESOLVED**: That the 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.

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

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

1. notes the new financial pressures facing Waste and Street Scene for 24/25 and the new income available to help mitigate them; and
2. notes that the proposals/mitigations will be presented to the Strategy and Resources Committee as part of the Council's budget for 2024/25.

### **10.5 Reasons for Decision**

- 10.5.1 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. This report and its recommendations, sets out the scale of the challenge ahead, the limited resources available and some of the difficult decisions that will need to be taken.

### **10.6 Alternatives Considered and Rejected**

- 10.6.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. The options presented in this paper, if

accepted, will negate the need to make any staff or resource cuts to the respective services and therefore, should allow the continuation of good quality customer services.

## **11. FOOD WASTE COLLECTION SERVICE TRANSITIONAL ARRANGEMENT**

11.1 The Waste Strategy Officer submitted a report that detailed the requirement to introduce separate, weekly food waste recycling collections to Sheffield households, as required by the Environment Act 2021. The report set out three options available to the Council to meet its statutory obligations for food collection services.

11.2 It was moved by Councillor Joe Otten, and seconded by Councillor Tim Huggan, that Option 1 (No application for a Transitional Agreement) be approved. On being put to the vote, the motion was lost. Councillors Sue Alston, Tim Huggan and Joe Otten requested that their votes for the motion be recorded.

11.2 It was then moved by Councillor Alexi Dimond, and seconded by Councillor Mark Jones, that Option 3 (Application for a Transitional Arrangement to defer the introduction of separate food waste collections until the end of the Integrated Waste Management contract with Veolia in 2038), as detailed in the officer recommendations, be approved with the inclusion of the wording “and to explore how the council can encourage citizens to consider options for voluntary home and community composting and recycling, working with partners.” On being put to the vote, the motion was carried.

11.3 **RESOLVED:** That the Waste and Street Scene Policy Committee approves Option 3, as set out in paras 1.29 to 1.32 of this report, which proposes an application for a Transitional Arrangement to defer the requirement to introduce separate, weekly food waste collections until the end of the Veolia Integrated Waste Management contract in 2038, subject to Government Ministerial approval of the application for a Transitional Arrangement, and to explore how the council can encourage citizens to consider options for voluntary home and community composting and recycling, working with partners.

(NOTE: The result of the vote on the resolution was FOR – 5 Members; AGAINST – 3 Members; ABSTENTIONS – 1 Member.)

### **11.4 Reasons for Decision**

11.4.1 The proposed Option 3 will see the Council submit an application to DEFRA for a Transitional Arrangement until the end of the Veolia Integrated Waste Management contract in 2038.

11.4.2 The proposed option will provide the following benefits to the Council for the duration of the Transitional Arrangement:

- Protect the Council from costs for any negative commercial impacts the diversion of the food waste has on the Energy Recovery Facility for the duration of the integrated waste management contract.



- Protect the Council from the ongoing budgetary pressure associated with the high risk that the New Burdens Funding will not cover all of the revenue or capital costs associated with the service.
- Provide maximum flexibility for the Council. Government have confirmed they will be in contact with local authorities in receipt of a Transitional Arrangement on an annual basis to determine whether the implementation date of separate food waste collections can be brought forwards. The Council will be able to review when to introduce a food waste service on an annual basis, and this decision process will be informed by the amount of New Burdens funding available from Government to provide an informed position of any budgetary pressures associated with the provision of the service.
- Recognises only marginal carbon savings associated with the provision of a food waste collection service when compared to disposal via energy recovery, and provides the opportunity to use the £3m included in the Medium Term Financial Analysis from 2025/26 for the food waste service, for the delivery of alternative climate change projects that could deliver additional carbon savings. Please note, the £3m included in the Medium Term Financial Analysis is currently an unfunded corporate pressure.

## **11.5 Alternatives Considered and Rejected**

11.5.1 Option 1 would forgo the opportunity to apply for a Transitional Arrangement, and the Council would be mandated to proceed with the implementation of a weekly food waste collection service by 31 March 2026.

11.5.2 This option has been discounted for the following reasons:

- The lack of clarity from Government as to the amount of New Burdens funding to be made available. There is a high risk that the New Burdens funding provided would not cover all of the revenue or capital costs associated with the service, and this may exceed the £3m included in the Council's Medium Term Financial Analysis from 2025/26.
- Confirmation from Government that New Burdens funding will not be provided to cover any costs incurred under existing residual energy from waste collection contracts for the impact the introduction of separate food waste collection.
- Marginal carbon savings (78 tonnes CO<sub>2</sub> equivalent per year) that would be achieved following the introduction of weekly food waste collections, when compared to the current disposal route via energy recovery.
- The opportunity to use the £3m included in the Medium Term Financial Analysis from 2025/26 for the food waste service, to be used for the delivery of alternative climate change projects that could deliver additional carbon savings. (See Appendix 2 for more information).

11.5.3 Option 2 would see the Council apply for a Transitional Arrangement, which, subject to Ministerial approval, would defer the requirement to provide separate, weekly food waste collections in Sheffield for 5 years until 31 March 31.

11.5.4 This option has been discounted for the following reasons:

- the shorter duration of the Transitional Arrangement associated with option 2 (up to 5 years) when compared to option 3 (up to 12 years) means the Council would be mandated to introduce weekly food waste collections in 2031 regardless of the Council's budgetary position at that time.
- Option 2 will provide less flexibility than Option 3 and will deny the Council maximum opportunity to take an informed decision as to when to introduce the food waste collection service.

(NOTE: During the discussion of the above item, the Committee agreed, in accordance with Council Procedure rules, that, as the meeting was approaching the 2 hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes.)

## **12. REVIEW OF ANNUAL REPORT PARKING SERVICES 2022/23**

12.1 The Parking Services Manager presented a report that sought approval for the publication of Parking Services Annual Report 2022/23.

12.2 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee notes the contents of the Parking Services Annual Report 22/23 and endorses the report for publication.

### **12.3 Reasons for Decision**

12.3.1 That the Committee notes the contents of the annual report and endorses the report for publication

Publication of Parking Services Annual Report

- The public to understand why parking management is needed in the community
- The public to have an overview of Parking Services approach to change, changes to take place, benefits of change and commitment to stake holder consultation and engagement
- The public to gain knowledge on why enforcement is needed, and steps taken to promote compliance and an opportunity to dispel myths
- Clear presentation of financial information to help convey transparency

### **12.4 Alternatives Considered and Rejected**

12.4.1 There are no other options to consider.