

Agenda Item 6

CITY OF SHEFFIELD

METROPOLITAN DISTRICT

MEETING OF THE CITY COUNCIL – 6TH NOVEMBER 2024

COPIES OF QUESTIONS AND ANSWERS THERETO

Questions of Councillor Rob Reiss to the Leader of the Council (Councillor Tom Hunt)

Q.1 Part (n) of Agenda Item 6 of the Full Council Meeting on 4th September 2024 requested that "group leaders sign a joint letter to the Chancellor of the Exchequer calling for the new Winter Fuel Payment policy to be suspended and reviewed". What date was this letter signed by group leaders?

A.1 There have been no discussions among group leaders about this.

Q.2 Regarding the letter above, what date was this letter sent to the Chancellor of the Exchequer?

Please see above.

Q.3 Please publish the letter, verbatim as a reply to this question.

A.3 Please see above.

Q.4 Please publish the response from the Chancellor of the Exchequer as a reply to this question.

A.4 Please see above.

Questions of Councillor Maroof Raouf to the Leader of the Council (Councillor Tom Hunt)

Q.1 Over a year ago, you addressed what took place in Israel as terrorism, would you now like to place on record that you consider the actions of the Israelis as genocide?

A.1 The scenes of devastation and suffering that we have seen in Gaza are heartbreaking. I reiterate my call for an immediate ceasefire and for Israel to abide by the International Court of Justice's interim ruling. It is for the

International Court of Justice to investigate and rule upon Israel's actions. International law must always be upheld and any breaches must be investigated, fully, swiftly and carefully.

Q.2 What support has the Council provided to Palestinian and Lebanese residents of Sheffield since their homelands have been getting terrorised by Israel?

A.2 The Council has supported those affected by the appalling conflict in the Middle East in a number of ways. These include:

- Cross-party statements issued in October 2023 and March 2024 calling for an immediate ceasefire, ensuring an effective flow of aid to victims of the fighting, and demanding that Israel comply with the interim ruling of the International Court of Justice in full.
- Concerns have been raised by campaigners about whether the Council has any contractual or other relationships with companies that have been identified by the UN Human Rights Council as enabling or supporting the construction or continued existence of illegal settlements in the Occupied Palestinian Territories. All contracts that the Council enters into with third party organisations are let in accordance with the Council's ethical procurement policy. Having undertaken a review, Sheffield City Council confirmed in February 2024 that it has no relationship with any of the companies listed in the UN Human Rights Council's latest update as part of its visible supply chain.
- Following a decision of the Strategy and Resources Policy Committee, the Council signed a Friendship Agreement with the Palestinian city of Nablus on 29 October 2024 and we are actively exploring what further steps we can take to support cooperation and friendship between our cities.
- The Council has also encouraged those who wish to do so to support and contribute to the various charity appeals and fundraising efforts to support those affected by the conflicts.

Questions of Councillor Paul Turpin to the Leader of the Council (Councillor Tom Hunt)

Q.1 When Full Council asks a Policy Committee to look at a particular issue is it up to the Chair to decide whether or not to do that or is the Committee constitutionally obliged to consider it in a public meeting?

A.1 The Council Procedure Rules state that the relevant policy committee will have regard to a resolution of the Council, but they are not binding on them so as to predetermine any decision they make when the subject of the resolution is within the remit of that committee.

This is usually done by the committee determining whether it should add the topic to its work programme, although it should be noted that the committee is under no obligation to do so. The Democratic Services Officer supporting the committee will ensure that motions of Full Council relating to the remit of that committee are drawn to the attention of the committee chair, deputy chair and group spokesperson(s).

Q.2 How do we hold Committee Chairs to account when Full Council requests an issue is considered at a Policy Committee?

A.2 Committee chairs are able to respond (on behalf of their committees) to questions raised by members of that committee during meetings of the committee, or by other members of the council at Full Council meetings.

Question of Councillor Peter Gilbert to the Leader of the Council (Councillor Tom Hunt)

Q. The Leader of the Council wrote to the last Conservative Minister for Environment, Steve Barclay, asking for a ban on burning the moors. Has the leader written to the new Labour Minister for Environment, Steve Reed, asking for the same? If not, when will he?

A. I remain concerned about the damage being done by burning on upland moors and will seek to have conversations with government and other stakeholders about this practice.

Question of Councillor Nikki Belfield to the Leader of the Council (Councillor Tom Hunt)

Q. Could the Leader please provide an update about the Local Government Association conference?

A. The Local Government Association conference took place in Harrogate between 22nd and 24th October. The conference was a positive opportunity for members and officers from the Council to learn from peers about best practice across the local government sector, make new connections and discuss shared challenges.

The Conference heard from Deputy Prime Minister Angela Rayner who delivered the keynote speech and outlined a positive, new relationship based on honesty and respect between central and local government. Her keynote speech can be read here:

<https://www.gov.uk/government/speeches/local-government-association-conference>

**Questions of Councillor Al-Ahdal to the Leader of the Council
(Councillor Tom Hunt)**

- Q. Sheffield Council, through the South Yorkshire Pension Authority, is investing the pension savings of local people in companies that are alleged to be complicit in war crimes in Palestine, apartheid and occupation.**

I realise that the pension fund includes all the South Yorkshire Authorities including Rotherham, Barnsley and Doncaster and that Sheffield is unable to unilaterally divest from any companies in the pension fund. I know Councillor Tom Hunt said it'll only be symbolic if a statement is issued without immediate effect.

However, people in Sheffield do not want any involvement in enabling genocide with their pensions. Can Sheffield Council issue a public statement dissociating itself from these kinds of investments and committing to working within SYPA to divest from any companies that are complicit in genocide, apartheid and occupation?

- A. The Council does not administer or have any direct influence over how the pension funds administered by South Yorkshire Pension Authority are invested. These funds belong to the employees and ex-employees who are members of the pension scheme, and the scheme is administered on their behalf by the Pension Authority.**

The Members of the Pensions Authority are all elected Members drawn from the four Councils in South Yorkshire, together with three Trade Union observers. The Members of the Pensions Authority have to act in the best financial interests of its members and beneficiaries at all times when they are acting in their capacity as Pension Authority Members. Those that are appointed to Membership of the Pension Authority are appointed in a personal capacity and owe the legal duties to the Pension Authority.

Although appointed by the Council, they are not representatives of the Council. The Council cannot direct or influence how Members of the Pension Authority take decisions relating to the administration and management of the pension fund. Those Members have a responsibility to follow the requirements set out in legislation, and independent of their position on the Council, must make their decisions based on what they feel is genuinely in the best interest of the pension fund.

The Border to Coast Pensions Partnership is a collaboration of 11 LGPS funds and manage around 70% of SYPA's investments. They maintain their own Responsible Investment Policy and details of their approach to these issues are available. Border to Coast's policies are reviewed annually and considered by the Pensions Authority at its December meeting each year. You can find further information here:

<https://www.bordertocoast.org.uk/investments/responsible-investment/>

Questions of Councillor Maroof Raouf to the Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 What role do public consultations and feedback play in the Council's decision-making process?

A.1 High quality engagement is critical to the Council serving the city well. Without it, we will not have the insight needed to deliver services according to people's needs; we will lack the knowledge to make investments that reflect what people want for their areas of Sheffield and support the city to grow sustainably; and it is harder for citizens, communities and businesses to help shape our policies and plans. The Governance Committee is currently undertaking work to develop a new vision for community engagement for the Council. This goes alongside a new Communities Strategy that S&R recently agreed to co-produce with community stakeholders, and the Future Sheffield programme which will transform our organisation so that we become a learning, listening, customer-focused Council.

Q.2 How does the Council ensure that public consultations are taken into consideration, especially when there is significant opposition to a proposal?

A.2 As decision makers we must consider all evidence available to us when we make decisions, including public feedback. The views of members of the public that are submitted via public consultations are always considered in decision making processes.

Questions of Councillor Julie Grocutt to the Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Given the decision taken by the current Labour government on the limitation of payment of the winter fuel allowance to pensioners, the deadline for receipt of Pension Credit applications and that the government has asked local authorities to undertake an exercise to promote the uptake of Pension Credit can I ask:

Q.1 What resource was invested in the identification of those most likely to be affected by loss of the winter fuel allowance (officer time, document production and distribution)?

A.1

- Communications Officer time to draft a communications plan, attend planning meetings, draft social media content, sourcing imagery and produce content for newsletters (approximately 8 hours).
- Cross departmental work with Revenues and Benefits and Adult Social Care to identify eligible cohorts (approximately 2 hours).

- Reworking of processes, training and guidance for the Community Support Helpline team to prepare for calls. Appointments process for assisted claims (approximately 10 hours).
- A letter was sent to over 7000 low-income households at a cost of £12,000 for postage and print.
- Average calls to deal with a claim are taking approximately an hour.
- We have worked closely with Citizens Advice and other community partners in the city who have also identified resources to help with this campaign alongside other internal council frontline teams in Communities, Social Care and Housing.

Q.2 How successful has this exercise been to date?

- A.2 After the letter was received by households around the 17th of October, contact to the Community Helpline increased by 50% in the subsequent 7 days and has gradually returned to normal levels. We have 300 pension aged households enquiring about eligibility for Pension Credit.

We have so far supported 63 residents with eligibility assessments. The average gain in income for pension credits and winter fuel payments for those assessed as eligible so far is estimated to be £1,171 per household.

The true impact of the campaign overall is not yet fully understood, we will be able to access additional claims made through data sent to us from DWP which will give us a citywide view. A further update is being prepared for the December S&R Committee.

Q.3 Which budget paid for this?

- A.3 The Council has used its existing resources in a staffing context. The Household Support Fund has been used to cover the costs of postage and printing. The Household Support Fund allows for advice to be provided to residents.

Q.4 Have monies been reimbursed or are there any plans to reimburse costs by the central government?

- A.4 I am pleased that the Household Support Fund has been extended for a further year which will allow us to continue to provide financial support and advice to residents.

Question of Councillor Martin Smith to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

Q. How much has the Council spent on Employer's National Insurance payments over the last 12 months?

A. In 2023/24 the council spent £25.8m on National Insurance contributions.

Questions of Councillor Barbara Master to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

Q.1 How much additional revenue has been delivered in the first six months as a result of the Long Term Empty Premium of 100% of the Council Tax Charge being applied to dwellings empty for one year rather than two years?

A.1 As at end of September 2024, the Council has billed for £901k (£767k SCC share) of additional Council Tax as a result of the new LTEP properties policy. It is worth noting that people might still appeal these bills, exemptions could be applied and properties may come back into use during the year. However, it is also likely other properties will be captured under the scheme as the year progresses.

A recent article in the Tribune digital press highlighted the cost to the city of housing people with a range of vulnerabilities for whom the normal cap on benefits don't apply. It stated £6.6 million in housing benefit was paid to Green Bridge Community Housing in 2023/24 which runs exempt accommodation, for these individuals. The article raised concerns over the quality of provision of this provider.

Q.2 Can you confirm the figure of £6.6million in housing benefit paid by the Council to Green Bridge Housing is correct?

A.2 This is correct. In 2023/24, the Council made payments of Housing Benefit totalling £6.6m. The payments were paid directly to Green Bridge Community Housing in respect of the rent liabilities of their tenants and were made in line with the Housing Benefit Regulations (2006).

Q.3 How many other providers of exempt accommodation receive housing benefit payment from the council?

A.3 There are currently 69 landlords who provide exempt accommodation in Sheffield where payments of Housing Benefit are paid directly to them.

Q.4 What was the total sum paid to providers of exempt accommodation by the Council in the financial year 2023/24?

A.4 The total amount of Housing Benefit paid to providers of exempt accommodation in 2023/24 was £23.4m. The payments are awards of Housing Benefit that are paid directly to the landlord on behalf of the Housing Benefit claimant and are made in line with the Housing Benefit Regulations (2006).

Question of Councillor Marieanne Elliot to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

Q. What steps have been taken to ensure that Electric Works generates enough income for the council, rather than being a drain on the budget?

A. The following actions have been taken to improve the occupancy of Electric Works:

Electric Works' target user has been broadened to allow the leasing of space to a wider range of business types than previously.

A scheme of modernisation works to communal work / social areas and the reception area, to enhance the appeal to prospective tenants, and bring the premises more in line with competitors in the city, is currently being progressed.

We are also in the process of refurbishing a recently vacated large space in a more flexible way to make the space suitable and ready to accommodate tenant fit outs from up to 3 new tenants. These projects are progressing and works will begin in 2025.

Questions of Councillor Maroof Raouf to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

Q.1 What is the estimated additional cost to the Council of the Labour Government's decision to raise Employers' National Insurance Contributions?

A.1 We are calculating the full cost of the announcement and will provide an update to Finance and Performance Committee once we have an accurate figure.

Q.2 How much does the Council spend on providing hardware to staff each year?

A.2 The council spent £2.4m last year providing laptops for staff. Other computer hardware expenditure was £5.4m last year.

Q.3 What is the Council's official position on the BDS movement?

A.3 We remain committed to ethical investment.

Q.4 Are there any current or planned boycotts, divestments, or sanctions that the Council is considering or has implemented?

A.4 We are updating our ethical procurement policy. The outcome of this will provide a response to this question.

Q.5 What measures are in place to ensure that BDS-related decisions do not lead to community tensions or discrimination?

A.5 We are updating our ethical procurement policy. The outcome of this will provide a response to this question.

Q.6 What is the pay ratio between the Council's highest and lowest paid members of staff?

A.6 The Pay Policy is published each year as part of the budget in response to Will Hutton's 2011 Review of Fair Pay in the Public Sector. This stated that the ratio between the highest paid salary and the median average, should provide a pay multiple of no more than 20:1. It is not a requirement to publish this ratio as part of the Council's Pay Policy Statement, but is a requirement of the Local Government Transparency Code 2014.

Currently in this authority the ratio between the highest salary (£213,454) and the average median salary (£31,364) is 6.8:1. This demonstrates the authority's commitment to a fair approach to pay.

Q.7 How does the above compare to the last 5 years at SCC and to other core cities?

A.7 We will revert back to members with a written response to capture the comparator data for core cities.

Question of Councillor Julie Grocutt to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

Given the decision taken by the current Labour government on the limitation of payment of the winter fuel allowance to pensioners, the deadline for receipt of Pension Credit applications and that the government has asked local authorities to undertake an exercise to promote the uptake of Pension Credit can I ask:

- Q. What financial implications are there for the authority (loss of council tax, etc) as a result of this decision and will central government reimburse?
- A. To promote the wider uptake of Pension Credit the Council has used its existing resources in a staffing context. The Household Support Fund has been used to cover the costs of postage and printing. The Household Support Fund allows for advice to be provided to residents.

Question of Councillor Qais Al-Ahdal to the Chair of the Finance and Performance Policy Committee (Councillor Zahira Naz)

- Q. You previously declined to contact Islington Council for details of the discussions they have had with Barclays Bank, citing that our contract with Barclays ends on 30 September 2027. However, we know that a review of the Council's existing Ethical Procurement Policy is due to be reported to the Strategy & Resources Policy Committee in December. Ultimately, that Policy will affect the Council's decision on the Barclay's contract when that contract comes up for renewal, so why do you still refuse to reach out to Islington Council regarding their reasons related to Barclays' involvement in Israeli human rights abuses in occupied Palestine, as this information is vital for developing the new Ethical Procurement Policy?

Despite the intended aims of the new Ethical Procurement Policy, how can Sheffield residents have trust in its development if engaging with Islington Council isn't considered in relation to Barclays?

- A. In accordance with Council Procedure Rule 16.4 (c) a written reply will be provided, wherever possible, within 10 working days of the Council meeting and circulated to all Council Members and published on the Council website.

Question of Councillor Minesh Parekh to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q. How many people does the council know to have experienced ‘no fault’ evictions in private rented accommodation in Sheffield over the last year?

A. We don’t record this information exactly. Where homeless applications are made, the data captured for statutory returns to Government does not ask or record households leaving private rented properties due to no fault evictions specifically.

However, in the last year, there were 558 applications for homelessness assistance as a result of people leaving private rented accommodation. I assume that most of these will have been as a result of the landlord serving section 21 notices where the landlord does not have to prove any fault on the part of the tenant. However, there will also be many other people whose tenancies are ended in this way but who do not approach the council for homelessness assistance.

Where tenants of private landlords have issues with their tenancy and find themselves at risk of illegal, or ‘No Fault’ Evictions they can contact the Private Housing Standards Team for help. Further information is available via our website [Report disrepair in private rented properties | Sheffield City Council](#) or by calling us on 0114 273 4680.

Question of Councillor Gareth Slater to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q. Can the Chair of Housing please provide an update following previous commitment to look into how the council is storing battery powered vehicles, such as mobility scooters, for council tenants?

A. Current information and guidance is publicly available to those tenants living in flats and maisonettes - [Keeping mobility scooters in flats and maisonettes | Sheffield City Council](#).

The Housing Committee has acknowledged this policy needs a review to take account of the changing technology and to ensure sufficient independence for disabled people. We are committed to reviewing our current approach to ensure we keep tenants’ safe and ensure compliance with building and fire safety requirements as well as duties towards disabled people. We are asking officers to advise us in due course.

Where appropriate tenants will be consulted on any new policy, procedure or guidance.

Questions of Councillor Mike Levery to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q.1 At the 31st March 2024, according to Council Tax records how many dwellings had been empty for a) more than one year, b) more than five years, c) more than ten years? What were the figures for 30th September 2024?

A.1 We don't have a report on the number of empty properties at a past date but we can provide the figures below at the date a report was run, 30th October 2024 (note the figures are all properties that are empty for 1 year or more, 5 years or more and 10 years or more)

More than one year	3,116
More than five years	832
More than ten years	400
As at 30 th September 2024	We do not hold this information, as noted above

Some of the accounts included in the above figures are exempt from Council Tax so not all will have the premium applied. This means there could be additional empty properties.

Q.2 How many Council-owned properties have been empty for more than one year and therefore subject to Long Term Empty Premium charges at 30th September 2024?

A.2 As above, please note that we can't report on empty properties for past dates, the figures provided are as at the date the report was run, 30th October 2024.

309 Council owned properties have been empty for 1 year or more and are subject to the LTEP. These include properties that need major structural work such as underpinning or where require a full programme of upgrades to bring the property up to decent homes standard, often where the previous tenant refused modernisation programmes over the years. Some properties have been agreed for disposal and are in the process of being advertised and sold.

Q.3 What was the additional charge to the HRA with the change in introducing the Premium for dwelling empty for one year rather than two years?

A.3 At the time that the report to apply the LTEP to properties empty and unfurnished for more than 12 months was presented to Members (February 2024) the initial impact of the HRA, from April 2024, was advised to be £200,000. This money is paid into the general fund.

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

Q.1 What is the current number of outstanding or incomplete council house repairs?

A.1 As at 27th October 2024 there are 16,911 live works in progress (WIP) with 8,338 of these currently being classed as overdue. The intention is to clear overdue orders by June 2025.

Q.2 What was the average waiting time for a council house repair issue to be resolved over the last three months? and what was the longest wait?

A.2 The average days to complete a repair are as follows:

July	28.31
August	23.54
September	24.37
Q2	25.52

The longest time taken to complete a repair was 963 working days, however it should be noted this relates to a legal disrepair case where works could not be started for some time due to ongoing legal processes.

Q.3 How many council housing residents are currently in temporary accommodation due to maintenance issues at their primary residence?

A.3 When a tenant needs to be moved from their property to allow repair work to be carried out, that we are unable to complete while the tenant is in situ, we arrange for them to move to another SCC property for a temporary period until the work is carried out. This is known as a Decant.

At present we have 75 tenants decanted to another SCC property and a further 19 tenants identified as requiring a temporary decant, who are waiting on a suitable home to become available for them to move in to.

Q.4 How many gas safety inspections are still outstanding in Council homes and properties?

A.4 At the end of September 2024 there were 234 properties overdue due to us being unable to gain entry to complete gas servicing.

Question of Councillor Barbara Masters to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

A recent article in the Tribune digital press highlighted the cost to the city of housing people with a range of vulnerabilities for whom the normal cap on benefits don't apply. It stated £6.6 million in housing benefit was paid to Green Bridge Community Housing in 2023/24 which runs exempt accommodation, for these individuals. The article raised concerns over the quality of provision of this provider.

Q. What powers does the Council have in ensuring that the quality of provision is suitable for tenants in exempt accommodation, who are by definition some of the most vulnerable in the city?

A. The Housing and Neighbourhood Service only commission supported exempt accommodation from providers that are registered social landlords. This provides assurances regarding the quality of provision, due to contractual arrangements being in place and the providers required to meet social housing regulation requirements.

Where providers of supported exempt accommodation, such as Greenbridge, are not commissioned and not registered social landlords there is minimal oversight and requirement around the quality of provision. This is a national issue and one that Government recognises needs further regulation. As a result, The Supported Housing (Regulatory Oversight) Act 2023 was passed to increase powers and oversight of this sector. However the Government has yet to make the necessary regulations that would give local authorities powers to take action.

While we wait for the Act to be implemented, the oversight in this sector is limited to the following:

- The 'exempt' criteria of Housing Benefit Conditions, however Providers only need to demonstrate a low threshold and broad evidence that the accommodation is used for 'support', and the guidance is not prescriptive in terms of support provided.
- If the accommodation provided is of Housing Of Multiple Occupancy, providing housing to 5 or more people, that a license will be required [Houses in multiple occupation | Sheffield City Council](#).
- if the accommodation provided is not free from hazard or is in disrepair, the Council can provide support and this can be reported by visiting- [Report disrepair in private rented properties | Sheffield City Council](#)

Question of Councillor Douglas Johnson to the Council's representative on the South Yorkshire Pensions Authority (Councillor Jayne Dunn)

Q. Of the approximately £440 million invested by South Yorkshire Pensions Authority in Israel, what is the breakdown of where these investments are held? Would you please provide a list?

A. The usually understood definition of “investment in” is investments in assets domiciled in and delivering income in a particular location, in this case Israel. The table below sets out the holdings, all of which are within the different portfolios contained in the Border to Coast Multi-Asset Credit pooled fund, which meet this definition at 30th October 2024.

Holding	Value £
Teva Pharm Finance 2030	67,435
Leviathan Bond Ltd 2027	34,361
Energean Israel	350
Energean Israel (USD)	60,277
Leviathan Bond Ltd 2025	34,189
Leviathan Bond Ltd 2030	67,777
Teva Pharm Finance 2028	104,331
Israeli Government 2026 EUR	749,287
Israeli Government 2025	260,637
Israeli Government 2054	366,134
Total	1,744,728

The dates included in the descriptions are the maturity date of the relevant bond.

In addition to the above there are estimated to be exposures calculated on the same basis of £2.254m in Private Equity and £0.797m in Private Credit through Border to Coast. These investments cannot be analysed further due to the way in which investments of this sort operate, where the Authority through Border to Coast invests in funds and not individual stocks.

Therefore, the total investment “in Israel” amounts to £4.796m.

In total this represents approximately 0.04% of the total asset value of the Pension Fund.

The question clearly uses some other definition of “investment in Israel” to come up with a much larger figure. Unless provided with the relevant definition it is not possible to provide an analysis of holdings. However, full details of holdings are available through the Pensions Authority’s website.

Question of Councillor Joe Otten to the Council's representative on the South Yorkshire Mayoral Combined Authority (Councillor Tom Hunt)

Q. How do you intend to ensure that surface water on the Park and Ride at Dore and Totley station is not discharged on to the adjacent car parks serving the Summer House and Hair Union and thereby into those business premises?

A. Answer provided by South Yorkshire Mayoral Combined Authority:

South Yorkshire Mayoral Combined Authority (SYMCA) is aware of the drainage issues at Dore and Totley Park and Ride car park and at the adjacent premises. SYMCA has been in communication with the owner of the Hair Union shop about this issue recently.

Reasonable steps were taken to prevent flooding when the car park was built in 2013 by installing drainage in accordance with the plans approved by Sheffield City Council (SCC) as the local planning authority. The car park surface water drains are working as designed and the car park drainage was built to a higher specification than was required.

Unfortunately, this area is prone to flooding. The flooding that can occur in this area affects not just the station car park, but also Dore Road, Abbeydale Road and the Limb Brook.

SCC are currently undertaking improvements to the existing highway drainage network at the intersections of Abbeydale Rd South, Dore Rd and Twentywell Lane, where a lot of water runs down at times of high rainfall, which could be contributing to the water that ends up in the car park.

We are liaising with SCC on highway drainage, and Network Rail as car park leaseholder to ensure all the drains on the site are functioning as intended.

Question of Councillor Ian Horner to the Council's representative on the South Yorkshire Mayoral Combined Authority (Councillor Tom Hunt)

Q. Network Rail mothballed the railway line to Deepcar on the 29th September. Mothballed lines receive no maintenance, meaning that any future plans for rail or Tram Train use will become much more expensive as the condition of assets will deteriorate.

Has the MCA had any discussions with Network rail and the Secretary of State for Transport about protecting the line to Deepcar from further deterioration?

A. Answer provided by South Yorkshire Mayoral Combined Authority:

SYMCA is aware of recent speculation regarding the line between Sheffield Victoria and Deepcar. We have followed up urgently with Network Rail on this matter and we are awaiting official confirmation of any change of status of this line.

Questions of Councillor Rob Reiss to the Council's representative on the South Yorkshire Mayoral Combined Authority (Councillor Tom Hunt)

Residents of Sheffield have been shocked by the recent revelation about the £65million black hole in the South Yorkshire Police Budget.

Q.1 Does the Mayoral Combined Authority believe that this will lead to a serious reduction in either support staff or Police Officers?

A.1 Answer provided by South Yorkshire Mayoral Combined Authority:

The MCA and South Yorkshire Police are working with the Government and other stakeholders to determine sustainable solutions to this issue. This may include additional funding, or tools to ensure that unexpected costs can be spread over a more manageable timeline. Whilst work is underway it would be imprudent to speculate on potential implications at this stage.

Q.2 Following recent closures, does the Mayoral Combined Authority believe that it is acceptable that in the whole of Sheffield there is now only one Police front desk open to the Public?

A.2 Answer provided by South Yorkshire Mayoral Combined Authority:

As part of our Priority Based Budgeting process the Enquiry Desk provision is being reviewed. However, the current closure of Ecclesfield and Moss Way desks is a temporary arrangement due to resourcing challenges.

Recruitment is underway and the situation is under constant review. As soon as practicable we intend to operate a service at all sites.

In April this year, South Yorkshire Police expanded the online provision for reporting crimes/incidents and for requesting service. This provides the public with an alternative to traveling to an enquiry desk for a wider range of services. We remain committed to providing the best service we can whilst recruiting and training new staff.

Q.3 The South Yorkshire Mayor will be producing a policing plan by the end of March, presenting a real opportunity for a proper review of how best to provide neighbourhood policing. There are now a number of unused Police Buildings owned by the Mayoral Combined Authority. Sheffield City Council is also undertaking a review of its buildings. Are discussions taking place between the Mayoral Combined Authority and Sheffield City Council with a view to creating community hubs with Council services available to the public alongside the Police?

A.3 Answer provided by South Yorkshire Mayoral Combined Authority:

Whilst it is too early to confirm what the final Police and Crime Plan will contain, MCA officers work closely with officers from Sheffield City Council and would be happy to discuss new proposals.

Question of Councillor Maroof Raouf to the Joint Chairs of the Planning and Highways Committee (Councillor Mike Chaplin and Councillor Alan Woodcock)

- Q. Given the Council's statutory duty to maintain public rights of way, would the Chair of this Committee please tell my constituents what plans exist to repair and maintain public rights of ways in my ward?**
- A.** “The Public Rights Of Way (PROW) Team is very small and only has the capacity to respond to complaints, enquiries and requests for service. There are no current outstanding enquiries regarding PROWs in the Nether Edge and Sharrow Ward. The online map of the paths PROW maintains can be viewed here under the Definitive Map and Statement tab [Public Rights of Way | Sheffield City Council](#) The PROW team can be contacted at prow@sheffield.gov.uk “

Questions of Councillor Cliff Woodcraft to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

The Traffic Signs Manual Chapter 3 page 76 States regarding 24 Hour Rural Clearway:

9.3 A 24-hour clearway order prohibits stopping on the main carriageway for any purpose at all times. It is suitable for use only on semi-urban or rural roads where there are very few premises requiring access from the main carriageway. Its main purpose is to ensure the free flow of traffic on major inter-urban routes, especially dual carriageway roads and single carriageway primary routes. The restriction applies to the main running carriageway, slip roads and any acceleration and deceleration splays included in the order. It does not apply to verges, footways, lay-bys and other highway areas. To enable drivers to stop for a break, there should be lay-bys at frequent intervals. They should also be provided for isolated properties on the route where no off-carriageway area is available for parking and loading.

In response to my written questions at Full Council on 2nd October, in your response to my first question, you admit that SCC is also applying clearway restrictions to side roads, and you say that you will ask officers to ensure that the signs on Infirmary Road also have a distance plate so that road users are aware of the length of route that is restricted.

Q.1 If you affix distance plates to side road clearway signs, what distance will you put on them? Can I direct you to section 9.7 which states" A distance plate is not used as in most cases traffic can turn either left or right into the clearway.

These questions are incredibly technical in nature, spanning over two full councils and may be best picked up directly with officers. Please do let me know if I can help set up a meeting for you, or you are welcome to contact the head of service directly.

In direct response to your question, after taking advice on these technical issues, I can say that there will not be distance plates added to the clearway signs on side roads. Distance plates would only be added and at the start and end of the main line route which is Watery Street and junction of Ripley Street. This is a distance of approximately 1.2 miles.

It is important to say that the team are not aware of any complaints from businesses in the locality, or SYMCA as operator of the tram. However, if you do have further information on this, please do supply it directly to transport officers, who I know will be able to take a further look.

With regard to my second question, you confirmed that the council accepted the guidance of the traffic signs manual insofar as clearway restrictions applied to rural and semi urban roads, slip roads and splays, but no other highway area.

Q.2 If you believe that you are acting within the guidance of the Traffic Signs Manual, please let me know whether you are classifying side roads as “rural or semi urban, slip roads or splays?”

A.2 As previously indicated the decision to introduce a 24-hour clearway was taken around the same time that the tram became operational (in the early 1994, when I was 10 years old) and I do not have access to information from that time regarding designations. But to clarify, after taking further advice, we think that the clearway restriction in question was most probably introduced to ensure that drivers did not stop on the main carriageway or parts of side roads, as this would adversely affect the passage of the tram. At the time this was considered the most appropriate Traffic Regulation Order (TRO) to use in order to maintain the free and safe flow of traffic, which included the tram.

Q.3 Or if it is none of the above, should it not come under “other highway areas”?

A.3 See above response.

Q.4 Please explain why SCC does not interpret this feature of the Traffic Signs Manual in the same way as all other councils in the UK.

A.4 Sheffield City Council does follow the guidance set out in the traffic signs manual. As you may appreciate traffic management and traffic regulation has advanced in the last 30 years and there are now more tools available to local highway authorities to enable the safe and efficient management of the highway network. If workload permits it may be possible to review the appropriateness of the current restriction, but the desired outcome would be the same, that being to ensure parked/stopped vehicles do not affect the movement of the tram on this busy public transport corridor.

As I have offered in answer to question 1, I am more than happy to set up a meeting with you and officers, should you wish to explore this very technical issue in significantly more detail. However, I do hope that this additional information provided helps answer your question.

Question of Councillor Rob Reiss to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. What has been done to address the concerns of local businesses on Surrey Street since their petition regarding the proposed pedestrianisation of Surrey Street was presented to Full Council on 4th September?

A. It is important to note that whilst some businesses expressed concerns, many are fully in support of the improvements to Surrey Street and that these improvements carried cross party support in our discussions at Transport, Regeneration and Climate (TRC) policy committee. I thank your colleagues for this, as it helps us to make progress in regenerating the city centre, improving footfall and boosting economic growth in the city.

For clarity, it is worth highlighting business voices on the street like Stefano Capasso, owner of Café Tucci on Surrey Street, who have been incredibly supportive of the improvements that we are making. He has said: "It will be greener, more international, better looking, welcoming people straight from the train station into the city. Pedestrianising these streets would be a blessing for me. My customers really enjoy sitting outside and I know that they will welcome sitting in a nice environment, instead of by a road. Making these roads pedestrianised will be a better option. It will be safer for people, nicer for them to enjoy the space. And it gives the opportunity for more to happen on Surrey Street, like the Christmas Market for example, which will help to boost trade and footfall. Losing a small number of car parking spaces to create a nice space for customers to enjoy is a no-brainer for me. There are still thousands of other car parking spaces across the city centre".

Another supportive voice is Simon Webster, Co-Founder and CEO of Thornbridge Brewery, who said: "We are incredibly excited to be opening our brand-new pub at the top of Fargate and Surrey Street in the city centre. We spent some time working with Sheffield City Council to select the perfect location for The Fargate and are delighted to have secured the old Yorkshire Bank building. The location is ideal for us and, once completed, the transformation of both Fargate and Surrey Street will also allow us to offer elements like on street dining areas for our customers to enjoy. The pedestrianisation of Surrey Street, and the way it joins up with other aspects of the changes being made in the city centre on Fargate, Pinstone Street and the Heart of the City development, shows Sheffield changing into a modern, vibrant and desirable location for people to work, live, visit and enjoy".

We should also note the strong support from the Trustees at the Montgomery Theatre on Surrey Street and their reflections on how pedestrianisation will protect children, which has to be a key concern for us. Your colleagues on TRC have supported our cross party consensus on Vision Zero, which aims to eliminate all fatalities and serious injuries on Sheffield's roads and therefore I know that you will back the Montgomery in their sentiments: "The Montgomery Theatre and Arts Centre supports the

pedestrianisation of Surrey Street for the positive impact it will have on the children and young people that use our building. By prioritising foot traffic over vehicles, it creates a safer environment for the young people visiting the theatre, from school visits, to dance and drama students to our young audiences. Reduced traffic would improve air quality and noise levels, benefiting both health and wellbeing, not just for children but for everyone who spends their time in and around The Monty. This move also encourages active lifestyles and sustainable modes of transportation, aligning with The Monty's green policies efforts to combat climate change. We hope that pedestrianisation will help to transform Surrey Street to a child and pedestrian-friendly zone area, enhancing its charm and appeal and encouraging more people into the Theatre Quarter of Sheffield.

As you will know, the Traffic Regulation Order (TRO) that underpins the proposed highway improvements for the City Centre was published on 19th September 2024. In order to ensure that local businesses on Surrey Street were kept up to date with the proposals, visits were made to the businesses involved in the petition once the TRO was published. This followed up visits to Surrey Street businesses in August this year and earlier. I have also been out and spoken to many businesses on the street.

The TRO proposals were discussed with the owners of Taylor Taylor Barbers and Lockwoods florists, who are part of a small number of businesses who have not expressed their support. I am informed that the owner of Bird Opticians, who brought the petition that you reference, was contacted by email as they were away. Letters about the TRO were also sent out to all local businesses and residents in the area.

Once all responses to the TRO had been received by the deadline (17th October 2024), the detail of the responses from the above businesses were discussed by officers. As a result, the Council will consider amended design options, considering concerns raised. These are due to be discussed with the businesses mentioned above once finalised, and also due to be reported to the Transport, Regeneration and Climate Policy Committee on 27th November 2024. As always, our meetings are open to the public and we encourage public participation.

Questions of Councillor Barbara Masters to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

We are all aware of the harm motor vehicles can cause cyclists and the changes to the highway code putting the onus on drivers to avoid collisions. Yet there are rarer instances where cyclists create problems for motorists when some thought on their part would allow both to share our roads safely. For instance, cyclists riding in pairs causing long traffic tailbacks in situations where if they rode in single file traffic could pass safely. There are 'give space to cyclists' road signs elsewhere in

the country but to my knowledge none in Sheffield. I would also like to see signs asking cyclists not to ride two abreast on roads where this would create tailbacks.

Q.1 Will SCC explore the possible use of both signs and where they would serve to remind both sides to be considerate of each other's needs?

A.1 Thank you once again for your questions. As you may be aware, give space to cyclists signs or similar signage is typically used where facilities are compromised. I am informed that we have used them in Sheffield, at and through road works. As I understand it, there are some in situ at Shalesmoor while work progresses in that area has been carried out.

However, it is important to say that there is no approved sign to ask cyclists not to ride two abreast primarily, because there is no rule against it. The Rule 66 in the highway code states:

'You should never cycle more than two abreast, and ride in single file on narrow or busy roads.'

(http://www.direct.gov.uk/en/TravelAndTransport/Highwaycode/DG_069837)

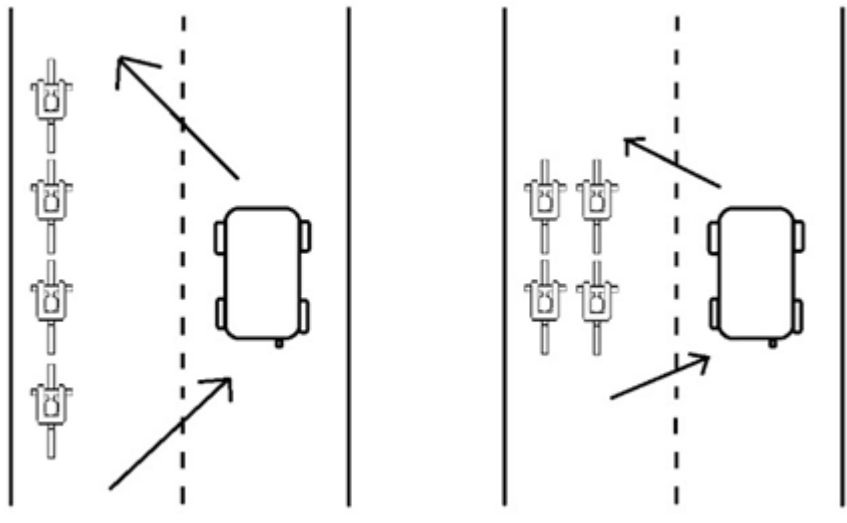
This means cycles are perfectly legal to cycle side-by-side on most roads in the UK. Obviously, some common sense needs to be used to work out if and when cyclists need to single out to let cars overtake, but on the majority of UK roads cycling two abreast is allowed. Speaking to cycling groups, I understand that usually a group of cyclists will shout forward that a car is waiting and if the road is too narrow for the car to pass the group safely while they are two abreast, they will single out. However, if there is enough room but there are oncoming cars preventing the overtake the group will probably not single out.

Riding two abreast can be safer, it means that motorists usually have to overtake in a proper manner rather than overtaking in the same lane as the cyclists. If a group of cyclists are in single file, motorists will often assume they can overtake in places which are not safe and will not leave the cyclist enough room.

Motorists should give cyclists the same amount of room they would give another car when overtaking. which means they should be on the other side of the road and would have to wait until there are no oncoming cars. Being in two files usually forces this scenario but riding in single file can lead the motorist to think they can overtake on the same side of the road if there are oncoming cars thus not giving the cyclist the correct amount of space.

When overtaking the motorist needs to give the cyclists the same space as another car. Riding two abreast also allows the motorist to overtake the group of cyclists quicker as there is less distance between the front and rear of the group (about half!!). This means that the motorist is past the group in less time, spending less time on the other side of the road and alongside the group of cyclists and therefore safer all round. See diagram below for more

information:



Q.2 When the debate on road use is often framed as cyclist versus motorist, what other measures can be considered to reframe messaging because all of us are responsible for our use of our shared road space and pavements?

A.2 It should be pointed out many cyclists are also motorists, and everyone is a pedestrian. However, as you know much of this debate is driven by external forces, which can be incredibly polarising. Politically, we all have a responsibility to correctly frame these issues, in order to bring more people with us on our journey to Vision Zero, which is our goal to eliminant all fatalities and serious injuries on Sheffield's roads. I am more than happy to discuss this with you further and see how we can work together on a cross-party basis to reduce polarisation on these issues.

Question of Councillor Douglas Johnson to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. What action has been taken recently to progress the Castlegate Conservation Area?

A. Thank you for your question and your participation as a member of the Castlegate Area Board where these issues have been discussed. I also appreciate the contribution and the insight you give as a city ward councillor on the council's Regeneration and Development Board, where we cover such issues.

As you will know, the City Council has been successful in securing funding from both Government and Historic England to review and update our records with respect to several of Sheffield's conservation areas. As part of this process, we will be considering the appropriateness of expanding the City Centre Conservation Area to include Castlegate. I have made clear that this is something that I want to see happen and it is supported also by the council's Heritage Champion Cllr Ridler. We anticipate this work progressing over the coming months on this.

Questions of Councillor Marieanne Elliot to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. When are School Streets in Sheffield going to get enforcement cameras to help the TROs be more effective, like in other parts of the country?

A. Officers are preparing a report to go to Transport, Regeneration and Climate (TRC) Knowledge Briefing in November updating on TMA Part 6, this will cover the roll out of the first three sites identified as part of our submission for the powers. The report will also include what we might follow those up with after these sites have been implemented - the latter may include a School Street pilot. However, further work around feasibility work will have to be considered before rolling this out to School Streets. I am sure that your political colleagues on TRC will share information on this with you, but please do get in touch if you require further information.

It is important to say that I am keen for us to learn from other authorities when it comes to camera enforcement, which is why I have been in touch with Derby City Council, who have extensive experience, as an authority that was granted these additional powers in the first wave.

Questions of Councillor Brian Holmshaw to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 What percentage of streets in Sheffield have 20pmh speed limits?

A.1 We currently do not have this data to hand on this. The 20mph speed limit areas have been introduced on a rolling programme basis since 2011 and currently to date 34 'sign only' 20mph areas have been completed as well as 12 child 20mph safety zones; a total of 46 areawide 20mph schemes altogether. As a city, we should be incredibly proud of this, as it helps us to make progress on our journey towards Vision Zero, which is our goal to eliminate all fatalities and serious injuries on Sheffield's roads.

Q.2 What percentage of streets in the Broomhill and Sharrow Vale ward are 20mph speed limits?

A.2 We currently do not have this data to hand on this.

Q.3 What is the percentage within the inner ring road?

A.3 We currently do not have this data to hand on this.

Q.4 What is the percentage within the outer ring road?

A.4 We currently do not have this data to hand on this.

Q.5 What is the percentage outside the outer ring road?

A.5 We currently do not have this data to hand on this.

Q.6 Reports from the public say that there are holes in the roof and the eaves are damaged at the English Heritage grade II listed Don Cutlery Works on Doncaster Street. This was built as one of the first integrated cutlery workshops in the world. Who is responsible for making sure it is structurally safe, cleared of vegetation and well looked after?

A.6 Clearly, the owner of a building is responsible for its upkeep. However, given the significance of this building I have asked officers to visit the site and consider the appropriateness of contacting the owner directly to encourage action to be taken. If you have further information on this, I would appreciate if you could pass it on to officers directly, or through me.

Q.7 The Daniel Doncaster cementation furnace is a Grade II listed building and the only example of this type of steel making furnace to survive intact in Great Britain. I notice that the land it is on is up for sale once more, but that the furnace itself is not being well maintained. Who is responsible for making sure it is maintained and well looked after?

A.7 Again, it is the responsibility of the owners to ensure the upkeep of their assets. The City Council is already aware of maintenance issues in this instance and has served a Section 215 Notice on the owners which requires remedial works to be carried out to address concerns raised.

Q.8 What actions can be taken by the City Council if this is not done?

A.8 The appropriateness of further action will be determined as needed. However, we expect that the works requested in the Section 215 Notice will be carried out accordingly.

Q.9 A car crash earlier this year demolished the railings at the scheduled monument of Bower Springs cementation furnace in the Furnace Hill Conservation Area. The railings are, I understand, on City Council owned land. When are they going to be replaced?

A.9 As you will be aware; the furnace is owned by South Yorkshire Historic Society and the railings were erected by the Council as part of the Inner Relief Road scheme and are on City Council owned land. The land resides within the Highways Account (not adopted highway). Based upon this, it would be Highways that are responsible for the maintenance and repairs.

Checks with the council insurance department have been made. They have advised that they were unaware of this accident therefore no information is available. However, if you do have further information about the accident, I would be happy to ask officers to investigate further.

Q.10 Has a funding source been located to do this?

A.10 Please see the answer above.

Q.11 Has SCC approached English Heritage in respect of funding replacement railings?

A.11 Please see the answer above.

Q.12 Is there a need for Scheduled Monument Consent in order to do this?

A.12 Please see the answer above.

Q.13 I am very pleased to hear that the Salvation Army citadel, a grade II listed building on Cross Burgess Street, has been bought by the City Council. Will the council work closely with heritage organisations such as the Victorian Society, Hallamshire Historic Buildings Society, Joined Up Heritage Sheffield and with local business to come up with a viable plan for its future and protect this historic building?

A.13 Yes, we look forward to continuing to work collaboratively with heritage groups. As you would expect, we will be engaging with all interested stakeholders including heritage groups on the citadel and I have already been approached by the Victorian Society with a kind offer to work together.

I am pleased to say that we have had a very positive public reaction to the Council's acquisition of the building. Once we have better information on the condition of the building we want to consult and build on this interest to inform any plans for the building.

Q.14 Will a live music or performance space be on that list of possible future uses?

A.14 As I have said in answer to question 13, we are at the very early stages of deciding the future of the building and all options will be considered for future use. The future use of the building will need to take account of the building's context and other recent developments in the area. As stated in the previous answer, we would also want to ensure that we engage fully with heritage stakeholder groups, as well as Cllr Ridler, the council's Heritage Champion.

Cllr Douglas Johnson is a member of the council's Regeneration and Development Board, where many of these issues about the citadel have been discussed and I am sure will be happy to provide a further update to you, supplementing the answers that I have already provided.

Q.15 Will the city council put a plan in place to purchase other strategic heritage assets in the city that are neglected and bring them into economic or community use so as to improve the look of the city and to save those buildings?

A.15 It is very difficult to adopt this strategy given the significant resources required for many of these buildings. The acquisition of the Citadel followed a lengthy legal case and the circumstances surrounding its acquisition are not comparable with the situation of other strategic heritage assets in the city. Building owners should also not be under the impression that the Council will be able to step in to save buildings that have been neglected. We will continue to use the powers available to us to encourage owners to maintain their buildings.

Q.16 Will that include the Old Town Hall on Waingate?

A.16 The approach to other strategic heritage buildings is covered by the answer above.

Questions of Councillor Maroof Raouf to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q.1 How often are road safety audits conducted in Nether Edge & Sharrow, and what do they typically reveal?

A.1 Thank you for your questions. Road safety audits are undertaken in specific areas when fatal collision occurs as part of the early Action Fund, or when concerns are raised about a particular area/site by members of the public. Otherwise, our Local Safety Schemes (LSS) programme is a citywide strategy to reduce road traffic collisions, particularly focused on reducing

killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City. The methodology for prioritising schemes is outlined in the Road Safety Action Plan – this can be found [here](#).

For background, the Local Safety Scheme Programme involves a citywide review of collisions once every 3 years. The most recent citywide review has been carried out in 2024. The Local Safety scheme list has 53 locations on it. The LSS programme features the locations with the Highest Injury collision cluster Sites by KSI. There is one location on this list that is in the Nether Edge / Sharrow area. This is the junction of Summerfield Street and Cemetery Road. However, further work needs to be undertaken and it will be 25/26 before any further areas would be highlighted and considered.

Q.2 What role does community feedback play in road safety planning and improvements across the City?

A.2 In terms of locations identification, we do consider requests, however you will have seen from the Road Safety Action Plan published earlier this year, that we are data driven and work on a citywide strategy to reduce road traffic collisions, particularly focused on reducing killed and seriously injured (KSIs) casualties by implementing road safety engineering schemes at sites with the highest injury collision rates in the City. This way we can prioritise our budget on schemes that will have the biggest collision reduction impact, which helps to fulfil our commitment to Vision Zero.

Wherever possible we seek feedback from public to shape road safety planning and improvements across the City and aspire to carry out high quality engagement, as per the guidance provided by the council's governance committee review into the issue. We often find that the public are able to enrich our data and give a different perspective on the measures we are looking to implement. You will have perhaps seen that we have recently gone out to consult on a larger engineering project for the A625, where we are consulting on measures that reap the biggest collision reduction benefits for the budget we have for the scheme. The consultations results will be presented to Transport, Regeneration and Climate (TRC) policy committee where fellow members will consider the findings and recommendations and provide a way forward. I have no doubt that your political colleagues on the committee, who are part of our decision making process, will report back to you on this and other issues.

Q.3 Are there plans to introduce more traffic calming measures, such as speed bumps or chicanes in Nether Edge & Sharrow?

A.3 To try and control speeding (as we are removing parking on this section) we are planning to build 4 speed control plateaus on Wostenholme Road between Sharrow Lane and Priory Place.

These are one of several designs utilised in the city. Speed humps are the ones which you will see most commonly. They have a rounded top.

A plateau / speed table is a type of hump with a central plateau which is both long and broad. They are preferred by some emergency services and bus operators.

Q.4 What are the current plans for installing on-street electric car charging points?

A.4 You will be pleased to hear that Sheffield is currently supporting the development of the South Yorkshire Electric Vehicle Infrastructure Strategy, as well as continuing to roll out a programme of publicly available electric vehicle charging points, with the first residential charge points, in nine locations across Sheffield, expected in the coming months. This includes our first on street charging locations utilising build outs into the carriageway, as well as three car parks in residential areas. Funding for this project came from government's On Street Residential Chargepoint Scheme (ORCS) with SCC (LaNTP (LTP)) match funding. Locations were identified based on a set of specific funding criteria.

It is important to note that the business model for on-street solutions or local charging hubs can be particularly challenging and further government funding is available through the Local Electric Vehicle Infrastructure fund via a South Yorkshire Mayoral Combined Authority application to support the development of a scaled, commercially sustainable public charging provision which maximises opportunities to draw in private investment. We are currently supporting SYMCA through this process and location / implementation planning (informed by information sources such as the demand tracker available on our website [Electric Vehicle \(EV\) Public Charger Demand Tracker - Sheffield | Have Your Say Sheffield](#)) will form part of future work streams. It is a multi-stage process to access this funding which is currently being worked through, however, I am sure that you will agree that this is an important and exciting piece of work that helps us on the journey to decarbonise transport.

Q.5 What safety measures are in place to ensure the charging infrastructure for streets with terraced housing does not pose hazards to pedestrians and other road users?

A.5 I am advised that this is covered through primary legislation in the Highways Act 1980 (section 178 (1)) Restriction on placing rails, beams etc. over highways.

(1) No person shall fix or place any overhead beam, rail, pipe, cable, wire or other similar apparatus over, along or across a highway without the consent of the highway authority for the highway, and the highway authority may

attach to their consent such reasonable terms and conditions as they think fit.

If a person contravenes subsection (1) above, or the terms or conditions of any consent given under that subsection, he is guilty of an offence and liable to a fine.

Q.6 How does the Council address the potential risks of electric cables running across pavements?

A.6 Appropriate Enforcement action is undertaken by Highway Enforcement Officers. Initial contact may be made to the premises occupier, requesting the obstruction be removed. Further Enforcement action including Legal proceedings may be taken against the occupier should they continue to wilfully obstruct the highway.

Q.7 Are there any guidelines or regulations for residents using their own charging cables on public streets?

A.7 The Highways Authority is currently looking at options available for on street residential charging using their own charging cables on public streets. Until such time a policy has been agreed, the use of home chargers trailing on public streets is not permitted. Further information can be found on our website [Public electric vehicle chargepoints in Sheffield | Sheffield City Council](#).

Q.8 How does the Council monitor and enforce the regulations regarding on-street charging setups?

A.8 See answer to Q6/7.

Q.9 What steps are being taken to ensure that electric vehicle charging points are accessible and convenient for all residents, especially in densely populated areas in Nether Edge & Sharrow?

A.9 The Electric Vehicles Accessible Charging Specification - PAS 1899 sets out good practice in delivering inclusive and accessible public charge points, including guidelines on the physical environment, placement, information provision and design. Discussions with the market suggest that site constraints may be the biggest barrier to full compliance with the guidance and we will work with charge point operators to ensure that these guidelines are met wherever possible.

We want our streets to be safe, inclusive and accessible for everyone. Therefore we have committed to keeping cross pavement charging solutions, which are not currently permitted, under review as the outcomes

of trials are further understood and guidance developed. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width at least in line within the Inclusive Mobility Guidelines must be maintained.

[\[1\] PAS 1899:2022 Electric Vehicles Accessible Charging | BSI \(bsigroup.com\)](#)

You may be interested to know that central government also published the Public Charge Point Regulations in 2023 in order to ensure that the experience of consumers using public charge points was consistent and positive.

The regulations build on 4 key areas of the consumer experience to ensure:

- consumers can easily locate the right public charge point to fit their needs
- ease of payment across public charge points
- consumers can be confident that public charge points will be in good working order
- consumers are able to compare prices across multiple public charge point network

The regulations place requirements on the charge point operator responsible for overall operation of public charge points (whether as an owner or third party).

[Public Charge Point Regulations 2023 guidance - GOV.UK \(www.gov.uk\)](#)

Q.10 How can residents report unsafe charging practices and what actions will the Council take in response?

A.10 See answer to Q5.

Q.11 Given the increase in electric cars across the city, are there any public awareness campaigns planned to educate residents on safe charging practices, so they don't kill themselves or others?

A.11 I think it is important to be clear from the outset that electric vehicles (EVs) in this country are tightly regulated and therefore the technology and charging systems are incredibly safe. We have no plans for a campaign on safe charging practices.

It is however important to say that EVs will play an important role, alongside improved public transport and more active travel, in decarbonising our transport infrastructure.

For wider context, the use of home chargers trailing on public streets is not permitted and appropriate enforcement action may be undertaken. Safe charging at publicly accessible chargepoints should be considered at design

phase with identified risks being designed out. For example, chargers should not be placed within reach of on-street electrical item. If this cannot be avoided, an earthing collar should be placed on that item. If this can't be done the charger should be located in an alternative location. These are the sorts of considerations that we would expect of charge point operators.

Whilst we are not aware of any campaigns nationally targeted specifically at safe charging practice appropriate guidance should be followed. Nationally information related to Zero Emission and Electric Vehicles can be found on the government's website [Zero emission and electric vehicles - GOV.UK](#) this includes links to relevant guidance including guidance on owning and running an electric vehicle in the UK. Organisations such as the Energy Saving Trust also provide information aimed at members of the public looking to transition to electric vehicles, including advice on charging electric vehicles [Charging electric vehicles - Energy Saving Trust](#)

Q.12 How is the Council working with utility companies to support safe and efficient on-street electric vehicle charging?

A.12 Sheffield City Council liaises with Northern Powergrid, who manage the electricity distribution network in our area, to discuss future plans and specific projects. We are also about to start work on our own Local Area Energy Plan (LAEP), which amongst other things, will look at how we best provide the capacity in the network locally to help decarbonise transport in the city. Through all of this work the council is speaking to other local authorities to learn from others, as part of its membership of UK100. As you may be aware, this is a network of local leaders who have pledged to lead a rapid transition to Net Zero with Clean Air in their communities.

Q.13 What specific measures are currently in place to mitigate flood risks in Nether Edge & Sharrow?

A.13 Flood Risk Management across Sheffield is addressed both by physical infrastructure and by our emergency response and planning activities.

As you may be aware, the management of flood risk on and from the public highway falls under the remit of our Waste and Streetscene Committee, but our teams across Highways and Flood and Water work closely together to respond to and manage the risk of flooding across the city.

The Flood and Water team maintains a register of flood risk assets city wide which is available on our website: [Flood defences | Sheffield City Council](#).

Flood risk from "main river" falls under the remit of the Environment Agency, parts of the Nether Edge and Sharrow ward benefit from Environment Agency maintained flood defences along the River Sheaf, there are no formal flood defences on Porter Brook.

Flooding can also be experienced from the sewer networks; the management of these assets is the responsibility of Yorkshire Water, although we do work closely with them, as you would expect.

Q.14 Are there any upcoming infrastructure projects aimed at improving flood defences in Nether Edge & Sharrow?

A.14 As you are likely to already know, we are currently developing the Sheaf Catchment Flood Protection Scheme which will reduce the risk of flooding across the River Sheaf and Porter Brook catchments benefiting parts of Nether Edge and Sharrow Ward. This is incredibly positive news and vital work to allow us to mitigate against the risks posed by climate change. Please do let me know if you have not had a specific briefing on this, and I will set something up alongside your ward colleagues Councillors Basharat and Ullah.

Q.15 How does this Committee plan to address areas across the city with known flooding issues?

A.15 We are working in partnership with the Environment Agency to provide improved protection from flooding for the city. As part of this, I am pleased to say that we are well underway with this work of building defences, storing floodwater in open spaces and by using natural flood management measures in the higher ground above the city. For information, fuller details of our plans are available on our website: [Flood protection schemes | Sheffield City Council](#). We appreciate this page is in need of some updates, which the team are looking to address over the coming months.

I am more than happy to provide feedback on this work here, but just a reminder that your political colleagues attend the same Knowledge Briefings and Committee meetings as I do, and I am sure they would be glad to share updates too, as I do with my group. As I recall, all our decisions on flood schemes have had unanimous cross-party support, which is really encouraging.

You may also be aware that Cllr Johnson is the council's appointee to the Regional Flood and Coastal Committee (RFCC). He does not sit on my committee but may be able to assist you with further information. For clarity, this is an important committee established by the Environment Agency under the Flood and Water Management Act 2010 that brings together members appointed by Lead Local Flood Authorities (LLFAs) and independent members with relevant experience for 3 purposes:

- to ensure there are coherent plans for identifying, communicating and managing flood and coastal erosion risks across catchments and shorelines.
- to encourage efficient, targeted and risk-based investment in flood and

coastal erosion risk management that represents value for money and benefits local communities.

- to provide a link between the Environment Agency, LLFAs, other risk management authorities, and other relevant bodies to build understanding of flood and coastal erosion risks in its area.

I trust that you find the above information useful.

Q.16 What budget allocations have been made for flood risk management this year, how much of this has been specifically been allocated for Nether Edge & Sharrow?

A.16 For clarity, the Transport, Regeneration & Climate (TRC) Policy Committee's remit with regards flood risk relates to capital investment in flood projects and flood risk improvement.

The current capital allocations, which are predominantly funded by public grants such as the Environment Agency's Flood Risk Grant in Aid (GiA), are provided in the table below.

These costs do not include maintenance, and emergency response and planning which is provided primarily through our Amey Streetsahead contract under the remit of the Waste and Street Scene Policy Committee.

We do not have a breakdown for these schemes by ward (as this type of information is not readily collated at present by the council), however I am pleased to say that, Nether Edge and Sharrow will benefit from the Sheaf Catchment Flood Alleviation Scheme which covers the whole catchment from the edges of the Peak District to the city centre.

Scheme	2024/25 (£k)	Total Cost (est £k)
Sheaf Catchment Flood Alleviation Scheme	415	35,000
Sheffield Upper Don Flood Alleviation Scheme	750	40,000
Three Brooks Environmental Scheme, Manor, Sheffield	128	530
Putting The Sheaf Back Into Sheffield (Castlegate culvert removal)	378	378
Clough Dike, Wood Royd Road, Deepcar, Sheffield	412	1,600
Blackburn Brook Blockage Reduction Scheme	50	TBC
Sheffield Beaver Feasibility Study	86	100
	2,219	77,608

Please note the following questions relate to the barriers placed on the public highway on West Street between West Street Live and the tram stop at Istanbul.

Q.17 What processes and methodologies did the Council use to evaluate the potential safety implications of these barriers, especially concerning their impact during emergency evacuations and access for emergency services?

A.17 The barriers were installed as a temporary measure by the police to help tackle risks posed to pedestrians queuing for the bars on West Street following concerns raised by public transport operators and a recent road traffic accident. The council received a risk assessment and method statement for the installation of the barriers. I am sure that officers will be able to go through additional detail on this, if you require. Please do let me know if you would like me to arrange this.

Q.18 Can you provide details on any safety impact assessments or studies that were conducted prior to the installation of these barriers? What were the key findings and recommendations from these assessments?

A.18 This area of West Street has one of the highest recorded incidences of road traffic accidents involving pedestrians in the nighttime economy.

A recent Road Traffic Incident (RTI) in July prompted action to help reduce the potential of pedestrians, who are queuing to enter or exit from four bars on West Street in the early hours of the morning, from being struck by passing traffic as they spill from the footpath into the highway.

Discussions on queue management have taken place with premises and the police for many months with no improvement in pedestrian management, which has resulting in safety concerns being raised by public transport operators on numerous occasions. The July Road Traffic Incident required a different approach to be considered, to reduce the risk to pedestrians attending and passing the bars.

Q.19 What specific measures are in place to guarantee that the placement of these barriers do not hinder emergency evacuation routes or impede access for emergency services such as fire trucks and ambulances, or for those with accessibility needs?

A.19 Having taken technical advice from officers, I can confirm that the minimum recommended width for barriers installed to reduce the risk of hostile vehicle attacks on crowded places is 1.2m and is in place in other crowded places in the city centre. The 1.2m width allows access for users of mobility scooters / wheelchairs. Calculations based on good practise in the "Green Guide" utilised for events that have shown that there is adequate escape space for the capacities permitted between the four bars.

Q.20 Can you outline the steps the Council plans to take to review the current placement of these barriers and make revisions when needed, based on public feedback and ongoing safety evaluations?

A.20 The council has been engaging with the business owners of the four bars as well as South Yorkshire Police (SYP) and South Yorkshire Fire and Rescue (SYFR). There is a commitment for a full review led by South Yorkshire Police, to be completed by mid-November, with alternate plans being developed alongside the review should change be required. A transport scheme is due to commence. Please do get in touch with me if you require further information on this and I can make sure that it is supplied to you.

Q.21 What strategies and measures are in place to ensure that the barriers were installed and are managed in a way that minimises the risk of crowd crush, particularly during high-attendance events? How does the council collaborate with event organisers and other stakeholders to address this issue?

A.21 Although much of this question falls outside of the remit of the Transport, Regeneration and Climate policy committee, I understand that the council is working with bar owners to identify ways in which they can better manage their customers when queuing for entry and exiting the premises, as well as ensuring there is adequate space for pedestrian to pass on the footpath without being obstructed by the bars customers.

Q.22 Could you elaborate on the methods and technologies used to monitor crowd density around these barriers? How does the Council ensure that these monitoring systems are effective and that any potential risks are promptly addressed?

A.22 Once again, much of this question falls outside of the remit of the Transport, Regeneration and Climate (TRC) policy committee. However, the council is working with bar owners to identify ways in which they can better manage their customers when queuing for entry and exiting the premises, as well as ensuring there is adequate space for pedestrian to pass on the footpath without being obstructed by the bar's customers.

Q.23 What specific emergency procedures and protocols has the council established to respond to a crush incident near barriers? How are these procedures communicated to the public and event staff to ensure a swift and coordinated response?

A.23 The council is working with bar owners to identify ways in which they can better manage their customers when queuing for entry and exiting the premises, as well as ensuring there is adequate space for pedestrian to pass on the footpath without being obstructed by the bar's customers.

Q.24 Has the Council considered closing off West Street at its junction with Rockingham Street to its junction with Westfield Terrace, between the hours of 00:00 and 05:00 on Saturday and Sunday mornings so as to manage the flow of pedestrians better?

A.24 The council has received representations from the bars to consider closing the road, however it is not possible to close the road at this time due to trams running past midnight. I understand that the pedestrian safety issues with crowding on the pavement outside the bars begins from around 11pm, so closing the road from midnight does not mitigate this issue. The council has a road improvement scheme due to commence in spring 2025 which will improve the crossing points and increase the space on the pedestrian footpath and is engaging with business on West Street in its development.

Questions of Councillor Peter Gilbert to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Sheffield Green Party welcomes the long overdue movement towards public control of our buses and the success of the Better Buses for South Yorkshire Campaign:

Q.1 Sadiq Khan already has local control via franchising - he has committed to reviewing using his new powers from the Labour Government to set up an authority owned operator so they don't have to outsource bus contracts. Will we do the same?

A.1 There are no new powers as of yet, although there have been some very welcome announcements about bus services from the new Government and we should welcome the step change in approach at the DfT under Louise Haigh's leadership as Secretary of State.

As you will know, South Yorkshire Mayoral Combined Authority (SYMCA) is the local transport authority (LTA) for South Yorkshire. It has been working, with our support, to take forward bus franchising for some years – it published its' Notice of Intention to prepare a franchising assessment in March 2022 and has recently got to the point of launching the necessary statutory consultation, which will run until January. As a county, we are moving at pace with this process.

For background, the Government laid a Statutory Instrument in Parliament on 9th September, which will open up bus franchising to all local transport authorities (LTAs) in England. The current position is that only local transport authorities with Mayors can take franchising forward. So while the change is welcome, it doesn't affect South Yorkshire.

The new Government has also published a consultation on proposed updates to bus franchising guidance. That ran from 6th September until 7th

October. The updates proposed are to speed up and lower the cost of franchising for LTAs. The Government's response will be published in due course. Again, while this is very welcome, it is unlikely to have a huge impact locally, given how far forward South Yorkshire has come under the existing rules, under Oliver Coppard's leadership as South Yorkshire's Mayor.

The Government has also said that it will bring forward a Buses Bill later in this Parliamentary session which will build on this progress by increasing powers available to local leaders to choose the model that works best in their area, including franchising or local authority ownership. So, there will be no legislation in place for a while and it is likely that future powers will also rest with the LTA. In short, whilst we are not the LTA, the current view is likely to be that public ownership of an operator is a useful option to have, but that it is not the focus of current work. However, this does not preclude public ownership of the buses themselves and depot infrastructure, which is the model that Greater Manchester have rolled out.

However, it is worth stressing that again the positives of the franchising model which brings our uses into public ownership. The LTA will set service requirements, such as frequency, coverage, accessibility, and quality standards, ensuring the bus network aligns with public needs across South Yorkshire.

Q.2 Will Sheffield Council support the Better Buses for South Yorkshire campaign in responding to the consultation on franchising by asking for it to include plans to run contracts through a local authority owned operator?

A.2 The Council will be considering its' response to the South Yorkshire statutory consultation on bus franchising over the period to 15th January 2025. Although I have reflected on this in my response to question 1. To reiterate, we are not the Local Transport Authority (LTA). The current view is likely to be that public ownership of an operator is a useful option to have, but it is important to be clear that it is not the focus of current work on franchising.

Questions of Councillor Terry Fox to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

I read with interest the news that the Council had purchased the derelict building that once was once the Salvation Army Citadel on Cross Burgess Street. At a time when the Central Library and Graves Art Gallery is in need of considerable investment to make it safe and the Town Hall is in need of investment to bring it up to the standard required, can I ask:

Q.1 What was the price paid?

A.1 This information is subject to a non-disclosure agreement.

Q.2 What needs spending on the building to fulfil the lofty ambitions stated?

A.2 Having only just acquired the building we are in the very early stages of assessing the condition of the building and any future scheme of work will depend on the future use of the building. This means that the costs of refurbishment and renovation are not fully known at this stage. However, I am sure you will agree that investment in the future through regeneration helps to drive economic growth, which a key goal for all of us.

Q.3 Where did the money come from to buy it?

A.3 This is a capital purchase using the Council's corporate funds. We will be seeking external support to fund the costs of assessing and developing the building.

Q.4 Which services will be cut to pay for this vanity project?

A.4 I respectfully reject the framing of the question; however, the scheme will be a capital funded scheme and not funded from revenue. This therefore means that there will be no impact on the provision of council services as a result of this acquisition.

Question of Councillor Qais Al-Ahdal to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. How does the Council plan to improve Sheffield's connections to other nearby cities like Manchester by bus, as trains have proven to be unreliable?

A. I agree that rail services between Sheffield and nearby cities like Manchester and Leeds are unreliable and inadequate. This is why the Council was supportive of the work done on Northern Powerhouse Rail a few years ago – and would welcome that being taken forward.

There is some movement in a better direction on rail and bus at the moment.

We are working with TfN to improve rail connectivity into, out of and through Sheffield and are in discussions with DfT to establish a Sheffield Rail Group to connect up many of the issues, including capacity at Midland Station, as well as our plans for Tram Train expansion.

In addition, the Government is taking forward legislation to set up Great British Railways as a state-owned railway company to oversee passenger rail transport in GB which should lead to some improvements going forward.

On bus, South Yorkshire Mayoral Combined Authority, SYMCA, has recently begun a statutory consultation on a proposal for bus franchising. – I am fully supportive of bringing our buses into public ownership through franchising - so there is real local control over routes, frequency and fares and tickets across South Yorkshire.

We work closely with SYMCA, which is the 'Transport Authority' for South Yorkshire, seeking to improve public transport within the city as well as to and from the city. I'm sure you will be keen to add your views to the consultation, the link to which is included here [Bus reform consultation - South Yorkshire MCA](#)

Question of Councillor Mark Whittaker to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Q. What steps has the council recently taken to support active travel and walking?

A. The Council is very supportive of walking, wheeling and cycling and is proud of the progress that we are making when it comes to active travel, supported by the co-operative relationship that we have with South Yorkshire's Mayor Oliver Coppard.

As you may know, we are developing a [Walking, Wheeling and Cycling Investment Plan](#) – as reported to, and approved by, Transport Regeneration and Climate Policy Committee on 30th October 2024 – so that we can make best use of any and all future funding streams.

In the immediate future, we have projects to enable more active travel, funded through a number of programmes. These include infrastructure (see [Connecting Sheffield](#) | [Have Your Say Sheffield](#)) and complementary measures such as the [Better Points](#) incentive scheme and work with schools such as [School Streets](#) and Bikeability.

All of our efforts are designed to give people even greater choice about the way that they travel, as well as make Sheffield a more environmentally sustainable and healthier place.

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

Q.1 I am aware that residents in my ward have sometimes lacked information about planned highways works, and that this can cause unnecessary speculation and worry about what is going to take place on their streets. What are the minimum actions and standard protocols regarding contractors communicating advance notice of planned highways works to local residents and businesses?

A.1 The council's construction partner under the PFI contract, Amey are responsible for issuing communications to stakeholders affected by the works.

All residents and businesses directly affected by the planned works are sent a letter 10 business days prior to the work starting. This also includes the Lifecycle Improvement Programme (LIP) FAQ. A copy of the FAQ is provided on the council's website at [Road and pavement resurfacing | Sheffield City Council](#).

That letter should include information about the proposed works, including location, nature and extent; timing and duration; access arrangements; and contact details for Amey.

Amey may also make personal visits to businesses affected to discuss the potential impact of the planned works. Wider communications may be issued depending on the extent of the scheme and its potential disruption; for example, the night-time resurfacing of Chesterfield Road in Woodseats was prefaced by significant communication activity to many properties.

More generally, Amey is also required to engage with stakeholders consisting of "representative groups including tenants and residents' associations." Amey's Area Highway Representatives also engage with ward councillors and LACs. Other groups including Cycle Sheffield, Veolia, NHS hospitals, Yorkshire Ambulance Service, Parking Services & EPS at SCC and SYMCA amongst others are notified at the same time as sending the letters out.

Pre-work signs are erected up to 10-15 days prior to the work starting, indicating the work window. This is explained in an FAQ document, which is sent with the letters and highlights that the signs will provide notices for the maximum time needed to undertake the works whereas the letters would be more specific.

Amey's communications team also alert followers on their 'X' social media account @sccstreetsahead

Any upcoming major roadworks affecting large parts of the city will also be communicated to subscribers of the monthly Streets Ahead e-bulletin.

Should councillors not receive notifications of works within their wards, they are requested to escalate this with council officers.

Q.2 (a) If the contractor is obliged to send letters to residents and businesses in the vicinity of planned highways works, is it expected that the precise nature of the works (e.g. pavement repairs; street tree pruning; gully cleaning, etc) is explained in such letters, and is there a penalty if letters are not issued?

(b) If contractors are not obliged to send letters giving advance notice of planned works and the nature of those works, what other channels are there by which residents and businesses can learn what type of work is forthcoming on their streets?

A.2 As noted above, the council's contractor partner, Amey are required to notify residents and businesses by letter which includes an FAQ for LIP schemes, see link: [Road and pavement resurfacing | Sheffield City Council](#).

In addition to this, pre-work signs are erected up to 10-15 days prior to the work starting, indicating the work window. This is explained in the FAQ document sent with the letters and highlights that the signs will provide notices for the maximum time needed to undertake the works whereas the letters would be more specific.

Amey's communications team also alert followers on their 'X' social media account @sccstreetsahead.

Any upcoming major roadworks affecting large parts of the city will also be communicated to subscribers of the monthly Streets Ahead e-bulletin.

Q.3 Is it expected that elected representatives (local councillors and MPs) are notified in advance of planned highways works, including the nature of the works? If not, why is this not considered necessary, and what channels are available to elected representatives to discover pro-actively what type of work is scheduled?

A.3 Area Highway Representatives (AHR) engage with ward councillors through the Local Area Committees. The AHR's are expected to notify ward councillors in advance of planned works at the same time as when the letters are issued to the public, ward councillors may enquire about specific works through this forum. Letters that are issued to the public are also issued to ward councillors; this includes explaining the nature of the works. MPs are not notified; however, officers will aim to address any queries about planned works if raised by MPs.

Elected representatives may refer to the councils Streets Ahead website: [Streets Ahead | Sheffield City Council](#), a map view of the works programme is provided on this page and while the information is basic, councillors can engage with officers to fully understand the scope of the works planned.

Q.4 Regarding temporary parking suspension notices displayed by Amey / Streets Ahead ahead of planned works: it is a frequent source of unnecessary inconvenience to residents when they diligently move their vehicles during the advertised work dates/times but find that no work has taken place. What is the standard protocol for either amending the dates on such notices or removing them in a timely manner when work is delayed?

A.4 Pre-work signs are erected up to 10-15 days prior to the work starting, indicating the work window. This is explained in the FAQ document sent with the letters and it is highlights that the signs will provide notices for the maximum time needed to undertake the works whereas the letters would be more specific.

Amey communicates an exact start date via their social media account on X - @sccstreetsahead.

If works are delayed beyond the dates specified on the signs, then these signs will be removed and replaced with up-to-date signs as early as possible. If works are cancelled, then the signs will be removed immediately.

If works are planned to start later than the start date specified on the signs, then this will be communicated using Amey's X social media account - @sccstreetsahead.

Signs will be amended if the works are likely to take longer than what was specified on the signs.

Q.5 What is the standard protocol for contractors that carry out highways works (either planned or emergency) to remove temporary signage (i.e. parking restriction; 'road closed'; 'diversion', etc) after works are completed?

A.5 Contractors are required to remove all temporary diversions signage immediately after works is complete. All other signs including parking restrictions etc will be removed when it is safe to do so, this would typically be when the diversions signs are removed too.

Q.6 At the beginning of October 2023, I asked for Western Road, which is in my ward, to be added to Amey's list of streets where pro-active leaf clearing is scheduled on a 2-weekly basis during the leaf-fall season. This was intended to mitigate the excessive number of 'reactive'

callouts attended by Amey to clear leaves on this street. Residents and users of this street were pleased and relieved that this request was acted upon, and the efforts of the leaf-clearing team to keep the street safer for all those using it were positively recognised. I am very disappointed, therefore, to discover that Western Road has not been included in this year's 2-weekly leafing rotation. What is the reason for this?

- A.6 The two-weekly leaf clearing programme is designed specifically for addressing build-up of leaves in known flood hotspots. Amey plan to undertake fortnightly clearance on those streets as part of the plan to mitigate risk of flooding. Western Road is not identified as a flood hotspot. However, officers working with their counterparts at Amey have agreed to add Western Road to the two-weekly programme primarily due to the cobbled pavement on the street which, when subject to leaf build up in wet weather, will be hazardous to road users.

Q.7 What is being done to improve the timeliness of Category 2 pothole repairs, and communication between Amey and councillors and/or residents about them?

- A.7 During Autumn 2023, the council's officers reported to Waste and Street Scene committee that the number of recorded Category 2 potholes and the response times for repairing these potholes had increased. Since then, Council officers have been working with Amey to address this and in January 2024, Amey had committed additional resources to undertake these repairs and to reduce this backlog.

Data compiled on the number of open Category 2 potholes shows that good progress was made over this summer due to favourable weather conditions and, up to the end of September 2024, shows the backlog continues to progressively reduce.

Council officers regularly update members of the Waste and Street Scene Committee on the progress of CAT 2 pothole repairs through knowledge briefings.

Q.8 What is the contractual timescale for repairing Cat2 potholes, what is being done to further improve the timeliness of repairs, and when can we expect to reach a stable position whereby potholes are not left for many months?

- A.8 All Category 2 potholes should be repaired within an agreed time limit based on Amey's Method Statement commitments under the PFI contract. As noted above, in January 2024, Amey had committed additional resources to undertake these repairs and to reduce this backlog. Data compiled on the number of open Category 2 potholes shows that good progress was made this summer due to favourable weather conditions and, up to the end of

September 2024, shows the backlog continues to progressively reduce. Council officers regularly update members of the Waste and Street Scene Committee on the progress of CAT 2 pothole repairs through knowledge briefings.

Q.9 In my ward there are several instances of road lining not having been actioned. One case concerns a stretch of road surface in a gully that has completely disintegrated, where a single yellow line parking restriction ought to be in place. Another concerns failure to complete double-yellow lining after resurfacing of a road junction in early 2023. A third concerns failure to reinstate road markings including white and yellow lines after numerous patch repairs to an extensive stretch of highway, leaving gaps in the lining that render parking restrictions ambiguous. What is the contractual expectation regarding lining - specifically reinstating lines that have been erased due to surface repairs?

A.9 Under the PFI contract, it is a requirement to reinstate road markings to their original state unless agreed otherwise with council officers once road surfacing works are completed. In the cases noted above, the road markings will need to be reinstated. It is advised that the specific cases are communicated to StreetsAhead via the website on [Report a problem with a road, pavement or cycle lane | Sheffield City Council](#) or contacting Customer Services on 0114 273 4567 and include as much information as to where the pothole is such as the nearest house/door number or streetlight column or by using a what3words location. Reports can also be made via the [FixMyStreet](#) app too.

Questions of Councillor Douglas Johnson to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Q.1 How many Penalty Charge Notices (PCN) have been issued each month under the ban on pavement parking in the City Centre since it came into effect? Please list a breakdown by month.

A.1

	Number of PCNs issued	Number of PCNs issued		Number of PCNs issued	Number of PCNs issued		Number of PCNs issued	Number of PCNs issued		Number of PCNs issued	Number of PCNs issued
	Trenche 1	Trenche 2		Trenche 1	Trenche 2		Trenche 1	Trenche 2		Trenche 1	Trenche 2
Jan-22	1	0	Apr-22	0	0	Apr-23	9	2	Apr-24	18	3
Feb-22	0	0	May-22	8	1	May-23	9	0	May-24	15	6
Mar-22	1	0	Jun-22	1	0	Jun-23	16	0	Jun-24	7	14
			Jul-22	0	0	Jul-23	12	0	Jul-24	18	3
			Aug-22	2	1	Aug-23	5	0	Aug-24	14	5
			Sep-22	72	8	Sep-23	13	1	Sep-24	8	5
			Oct-22	22	4	Oct-23	15	15	Total	80	36
			Nov-22	24	2	Nov-23	19	10			
			Dec-22	7	3	Dec-23	15	12			
			Jan-23	22	3	Jan-24	11	5			
			Feb-23	14	2	Feb-24	11	6			
			Mar-23	11	4	Mar-24	12	4			
			Total	183	28	Total	147	55			

Q.2 At September's meeting, you gave a response that showed that the fact an area is residential is not a factor taken into account when closing a street for noisy night-time work. Will the Waste & Streetscene Committee consider a new policy that addresses the impact of night-time working in very densely populated areas such as the city centre?

A.2 This will be discussed at a future Waste and Street Scene cross party briefing.

Q.3 How many complaints of smoke from heather burning or from grouse moors have been received by the council since 1st August 2024?

A.3 The case officer dealing with this is on leave until the 5th of November when we will update this answer with exact numbers since august 1st. In the meantime, they had provided this update before going on leave and before this question was asked. We have now had a meeting (in October) with Natural England regarding moorland burning in Sheffield. Natural England are responsible for consents to burn on SSSIs and European Designated sites (Special Areas of Conservation, Special Protected Areas, etc), where the depth is less than 40cm (known as "dry heath"). Natural England confirmed that the three landowners that were burning last October all have a consent that covers burning on those areas. Consents are issued for a period of up to 5 years. Natural England assess the impact on a site's "Notified Interest" and whether it will be damaging to that. For example, the impact on habitats and species. The potential for smoke nuisance / impact on air quality is not considered. There is therefore no mechanism for SCC to object to the consent or influence the Natural England decision making process.

If there are future complaints of smoke from burning, we should continue to inform Natural England and Defra of incidents. This will provide them with evidence of impact for future decisions. However, regarding enforcement, it is SCC that have the responsibilities for smoke nuisance under the Environmental Protection Act 1990. Defra will act if there is danger to deep peat, and Natural England if there is a risk to grass and moorland less than 40cm.

Having explored the consent process with both DEFRA and NE there is limited opportunity for us to be proactive in preventing or controlling this activity. There is no notification process, a landowner can literally look out of the window and decide it's a good day for burning. Unless we get extremely lucky to witness it, or the issue is so widespread we can gather statements for evidence, we aren't really going to be in a position to serve notice for smoke nuisance. If there's more than one landowner burning at the same time this would further complicate the matter as to who is causing a problem elsewhere in the city.

Q.4 What current plans are there to roll out enforcement of obstructive pavement parking?

A.4 Enforcement of obstructive parking of dropped kerbs, and of double parking (parking more than 50cm from the kerb), which was approved as part of the Parking Enforcement policy at the Waste and Street Scene Committee on 13 March 2024, is in place. Such enforcement can only be carried out if vehicles are parked in the carriageway (road).

A Traffic Regulation Order preventing pavement parking in the City Centre is in place and being enforced.

The Department of Transport launched consultation on 31 August 2020 which included an option for local authorities to enforce obstruction. The last update on 29 June 2023 stated that the DoT was evaluating the feedback they received and would provide further information in due course.

Questions of Councillor Marieanne Elliot to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Q.1 Where recycling facilities are closed due to industrial action, what steps have the council taken to provide this much needed service so Sheffield residents can recycle items they can't put in blue and brown bins?

A.1 The recycling brings sites such as those at supermarkets etc that we operate through the contract with Veolia are currently suspended due to the ongoing strike action. Without enough resource to operate all services as normal we have to prioritise certain services. Dropping frontline domestic collections for waste and recycling would have a far wider impact than the temporary suspension of the bring site facilities.

Whilst discussions are being held regularly with Veolia about the feasibility of starting the services back up again at the bring sites, given the need to work within the rules of legislation relating to industrial action we can't bring in other resources to undertake this work for us so until we have capacity in the existing services the bring site services will have to remain suspended. Whilst the bring sites remain suspended residents can recycle all the materials, they would at a bring site at any of the five household waste recycling centres.

Q.2 You stated at September's council meeting that discussions were taking place with Veolia to reopen "Bring Sites". What is the outcome of these discussions?

- A.2 As per the answer above currently the resources available to operate these services do not allow for the reopening of these sites. This is under regular review and the sites will be reopened as soon as it is practical to do so.

Question of Councillor Henry Nottage to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

- Q. Will the Council contact the Secretary of State for Transport to join other Local Authorities, the BPA, the LGA and the PATROL committee in calling for the Penalty Charge Notice (PCN) charge to be increased from £70 to £130?**

- A. Parking and Traffic Regulations Outside London (PATROL), the local government joint committee of over 300 local authorities carrying out civil traffic enforcement in England (outside London) and Wales, has conducted research into how the current civil parking penalty charge levels are impacting its members in managing and enforcing restrictions in their areas. The research was carried out with the British Parking Association (BPA) and the support of the Local Government Association (LGA).

During May – August 2023, English and Welsh local authorities responded to an online survey and request for financial data covering their experience of enforcing parking restrictions, as well as their authority's service expenditure over the last seven years. Following analysis of the authorities' submissions, key findings include:

- Over a third of authorities' (34%) parking services no longer pay for themselves (operating costs have increased 29% on average).
- More than half of authorities (54%) believe the current levels of parking penalty charges are ineffective as a deterrent.
- Over two thirds of authorities (70%) reported individual motorists regularly receiving and paying PCNs in their area.

Based on the evidence and feedback collected during the research, PATROL, the BPA and LGA have presented a comprehensive set of recommendations for consideration by the UK Government (Departments for Transport [DfT] and Levelling Up, Housing and Communities) and Welsh Government. The three organisations believe these recommendations align with the DfT's recently published Plan for Drivers, encouraging responsible, conscientious driving, while ensuring enforcement services are self-funding and not reliant on generating surplus revenue.


These proposed charges take into account inflation and are in line with similar traffic and transport penalties set and approved for increase in recent years.

The question of writing in support of the proposed PCN increase will be discussed at a future Waste and Street Scene cross party briefing.

Questions of Councillor Maroof Raouf to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

- Q.1** How many PCNs were issued between the hours of 1200 and 1700 on London Road and the streets directly coming off it on the following Saturdays in 2024:
 ~ Aug 17th, Sep 21st, Oct 5th, Oct 26th
 ~ Aug 24th, Sep 28th, Oct 12th, Oct 19th

A.1

	Street Name	No of PCNs issued 17/08/2024
	Alderson Road	2
	London Road	1
		No of PCNs issued 24/08/2024
		0
		No. of PCNs issued 21/09/2024
	Highfield Place	1
	Sitwell Place	1
	Ward Place	2
		No. of PCNs issued 28/09/2024
		0
		No. of PCNs issued 05/10/2024
	Randall Place	1
	Sark Road	1
	Woodhead Road	4
		No. of PCNs issued 12/10/2024
		0

	No. of PCNs issued 19/10/2024
	0
	No. of PCNs issued 26/10/2024
Alderson Road	1
Bennett Street	2
Randall Place	4
Woodhead Road	1

Q.2 What is the established process for my constituents to submit complaints or feedback regarding parking enforcement? How are these concerns addressed, and what mechanisms are in place to ensure timely and effective responses?

A.2 Parking issues can be reported by;

-Completing an online form on the parking page of the council website which provides information on what the council can enforce and enables details of incorrectly parked vehicles to be shared directly with the enforcement team

-Emailing Parkingenforcement@sheffield.gov.uk

-Calling 0114 273 6255

-Parking enforcement operates 7 days a week.

The enforcement team may make some preliminary checks without coming out to the location – for example, to see if the vehicle has a virtual parking permit or has paid to park using pay by phone if applicable.

Our officers may be able to attend some areas quicker than others depending on how close other scheduled patrols are and depending on requirements to resource other areas including arterial routes at peak times, school parking, permit schemes. Requests for enforcement will be assessed on enforcement priorities and CEO availability. If the information provided indicates there are ongoing issues at certain times of the day the enforcement team will try to plan some visits accordingly.

Parking Services has a tracker on reported issues. 203 PCNs have been issued in response to reports made to the enforcement team since 5 September 2024.

If a customer isn't satisfied with the response they receive, they could use the council's established complaints procedure, which allows a more senior manager to resolve the issue through a problem-solving approach, or through a formal investigation process that ultimately ends with a referral to the local government ombudsman's if the customer isn't satisfied with the council's response.

Q.3 Does the Council have any plans to increase the staffing levels of parking enforcement officers or to enhance their training programs to ensure more effective enforcement?

A.3 There has been an increase in the number of parking enforcement staff recently with the addition of Kelham Island and Neepsend parking scheme going live. There are now 41 full time equivalent civil enforcement officers on Parking's staff establishment.

All parking services enforcement staff already undergo an intense period of classroom taught and on the job training, both through an inhouse training programme dealing with the specifics of the council's Parking Enforcement Policy and an external independent body which assesses staff to become awarded with a formal City & Guilds parking enforcement qualification after 12 months in post. It takes approximately 6 months for a full-time member of staff to become sufficiently skilled and signed off to work enforcement on their own without a more experienced mentor jointly patrolling with them.

Q.4 What tools or methods does the Council use to monitor and evaluate the effectiveness of parking enforcement activities? Are there any performance metrics or key indicators used to assess success? Where is this data and when can I get access to it so I can scrutinise it?

A.4 The council publishes an annual parking report which can be found on the council website as well as other open data showing where PCN's have been issued by street, the value of the income received, the annual accounts and information on permit scheme administration. The Waste and Street Scene Policy Committee performance report for November includes some measures of parking enforcement. As well as the publicly available data Parking Services has internal team performance measures which monitor the amount of time staff are on street, the number of PCN's and the number of PCN's cancelled for being incorrectly issued amongst others.

Q.5 Could you elaborate on any existing or planned initiatives aimed at improving communication with residents regarding parking regulations and enforcement policies? How does the Council ensure that residents are well-informed?

A.5 The council publishes an Annual Parking Report. Last year's report was presented publicly as part of the Waste and Street Scene Policy Committee last November. The update to the Parking Enforcement policy was also presented to the Waste and Street Scene Policy Committee and accompanied by a media release and a number of social media posts from the council's account. The policies are published on the parking page of the council website, as are the ways to report parking issues. Whenever new enforcement areas or restrictions are introduced warning notices are issued

to cars in contravention of the restriction for a period before PCN's enforcement begins. Sheffield will begin moving traffic enforcement in the near future and this will be accompanied by a communications campaign to educate drivers before enforcement begins.

Q.6 What targeted actions or strategies are being implemented to tackle areas identified as having chronic parking violation issues? How does the Council prioritise these areas and what measures are proving most effective?

A.6 Planned beats and routes, which take account of stakeholder's needs have been devised. In addition, resources are made available to respond to reported parking issues. Joint operations are also planned with other agencies such as the DVLA or South Yorkshire Police where appropriate. The council parking enforcement policy identifies the agreed priorities for parking enforcement. Resources are prioritised in line with these priorities. High priorities include enforcement outside schools, main arterial routes at peak periods and Bus Stops and Bus Lanes. Areas with residential parking schemes are classed as Medium / High. Parking issues can also occur in areas where no parking restrictions appear. In these cases, we refer issues to colleagues in City Transport to consider in any schemes they have in development.

Q.7 What specific strategies or measures are currently being implemented to identify and address repeat parking offenders? How does the Council ensure ongoing compliance with parking regulations?

A.7 As part of the Parking Enforcement Policy, there is the ability to remove a vehicle where the owner is identified as a persistent evader of PCN's due to an error in the registration address of the vehicle owner. Where 3 or more PCN's remain unpaid for 180 days or more, we are able to remove the vehicle to safe compound

Q.8 What are the available channels for my constituents to report parking offences or to request enhanced enforcement on their street? How does the Council ensure that these reports are processed and acted upon promptly?

A.8 Parking issues can be reported by:

- Completing an online form on the parking page of the council website which provides information on what the council can enforce and enables details of incorrectly parked vehicles to be shared directly with the enforcement team
- Emailing Parkingenforcement@sheffield.gov.uk

- Calling 0114 273 6255
- -Parking enforcement operates 7 days a week.
- -All enquiries are recorded as being actioned and trends identified to adjust deployment or request additional actions from other stakeholders and partners if not directly under the influence of Parking Enforcement.

Q.9 For far too many years, contractors have not only been useless but also neglectful in clearing leaves and detritus from streets in Nether Edge, please can you advise the exact dates and times in which highways will be cleared this year, so my constituents and their property are kept as safe as possible?

A.9 Amey plan to undertake fortnightly leaf clearance on streets identified to be flooding hotspots. For streets not identified as flooding hotspots, these are treated in accordance with Defra Code of Practice on Litter and Refuse and would typically be cleared once substantial detritus is observed, this is undertaken following reporting from Amey's inspectors or council officers. Residents are also encouraged to contact Streets Ahead via the website, [Report fallen leaves on the highway](#) by email to streetsahead@sheffield.gov.uk calling 0114 2734567, or by using the FixMyStreet app and include as much information as to where the pothole is, such as the nearest house/door number or streetlight column or by using a what3words location. Amey will then schedule their clearing tasks within 14 days of receipt of the request.

Q.10 Is there a way for residents to report areas that need urgent leaf clearance?

A.10 Residents are encouraged to contact Streets Ahead via the website, [Report fallen leaves on the highway](#) by email to streetsahead@sheffield.gov.uk calling 0114 2734567, or by using the FixMyStreet app and include as much information as to where the build-up of leaves is, such as the nearest house/door number or streetlight column or by using a what3words location.

Q.11 Are there any community initiatives or volunteer programs to assist with leaf clearance in Nether Edge & Sharrow?

A.11 Amey work with individual and independent groups of residents. Residents are encouraged to contact Amey either through streetsahead@sheffield.gov.uk or through their Local Area Committees and request empty bags which they will use to collect refuse and leave at the side of the road. Amey will then pick them up at an appropriate date.

Q.12 How often are the drainage systems in Nether Edge & Sharrow inspected and maintained?

A.12 The councils PFI contractor Amey undertakes annual inspections for serviceability of drainage assets (inspection for functionality and defects) on an annual basis for local roads and every six months for principal and secondary roads. Drainage Assets are also cleaned every 18 months as part of cyclical drainage works. Amey also undertakes a random 500 number 'gully checks' every month, which will include some of the drainage assets within Nether Edge and Sharrow. Finally, any reported drainage asset reported by a member of the public or Authority officer will be attended to within 30 days of it being reported.

Q.14 Does the Chair believe that we should be making Sheffield the most accessible city in the UK for people without private cars?

A.14 No, this is a pipedream. We should be seeking to maximise practical and cost-effective access for everyone in the city, to opportunities for work, leisure, healthcare, education, shopping, etc, and also where practical facilitate a modal shift towards active travel and public transport.

Question of Councillor Martin Phipps to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Q. The Safe Square pilot was welcomed by the night time economy, offering a safe space for anyone who needs it in the night time, and has been estimated to have potentially saved the Yorkshire Ambulance Service alone £3601.24 per month in reduced attendances, as well as time saved by the police estimated at between 30 minutes to an hour for a shift when it is running, but potentially up to 480 minutes in the event of a lengthy ambulance and hospital wait being avoided. The Safe Square also recorded feedback from women that they appreciated the service, even when not needing to use it, as knowing it was there helped them feel safer on a night out.

What is being done to ensure the Safe Square is urgently re-instated, especially as the festive period is approaching?

A. The Safe Square in Sheffield City Centre was a pilot scheme that has now come to an end. The scheme launched in December 2023 and due to its success was extended until the end of September 2024.

The scheme was run by a community organisation called Sheffield Safe Square.

The Safe Square costs around £1500 per night to run, most of these costs were funded via the South Yorkshire Violence Reduction Unit (VRU). Sheffield City Council offered some limited funding during the pilot and was part of the pilot project group.

A further funding bid has been submitted via the VRU to provide the service on key dates over the Xmas and New Year period, we are awaiting the outcome of the bid.

There are ongoing conversations with partners to try and find a sustainable way of facilitating a permanent safe space in Sheffield City Centre.

Question of Councillor Dianne Hurst to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

- Q. With the enactment of the Environment and Nature Recovery Act, SCC now has a statutory duty to recover biodiversity. We will not be able to achieve our duty without holistic landscape scale environmental management of grasslands, meaning the issue of biomass disposal is acute. The issue of biomass disposal was identified at the beginning of the Urban Nature Park project some ten years ago. SCC has now acquired cut and collect mowers, but this is only half of the picture. How far progressed are plans to acquire and use a biomass digester, especially in association with a food waste collection service?**
- A.** With regard to food waste, Sheffield City Council has been granted and applied for a transitional arrangement to exempt it from the requirements to operate domestic food waste collections. This will require regular review but currently there are no plans to introduce a domestic food waste collection service.

A written answer will be provided on the remainder of the question.

In accordance with Council Procedure Rule 16.4 (c) a written reply will be provided, wherever possible, within 10 working days of the Council meeting and circulated to all Council Members and published on the Council website.

Questions of Councillor Julie Grocutt to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Since becoming a Councillor, I have regularly been reporting potholes on Nanny Hill, Stocksbridge. This July the road was finally resurfaced. In September potholes have started to appear, which I have reported for filling.

Q.1 I ask the Chair of Waste and Street Scene, what guarantee do we have on road resurfacing work completed by our contractors?

A.1 All carriageway and footway work, whether this is resurfacing, or surface treatment is laid to manufacturer, and national standards. However, should any defective areas be identified then this is referred to the surfacing contractor for action and remedial work by Amey. Typically, this rework would be required under the supplier's warranty. It should be noted that as the management of Sheffield's highway network is contracted to Streets Ahead via a PFI contract, this includes the transfer of risk to Amey as the service provider, this means that should any defect be reported, Amey has sole responsibility to undertake the repairs within specified timescales.

Q.2 What penalties are in place for not meeting these?

A.2 It should be noted that the penalties under the PFI contract are in the form of service adjustments or deductions, this means that should Amey fail to meet the contract specified performance requirements, then the council will deduct relevant payment from the final monthly unitary payment. In the case of repairing defects in the road, Amey will be bound by the contract to undertake the repair in accordance with the specified performance requirement, this includes specified time limit. If Amey fails to comply with this requirement, then a service adjustment can be applied.

Q.3 Does the Policy Committee feel that this is acceptable that the road is degrading having only been resurfaced in the summer?

A.3 The Policy Committee and council officers are not satisfied; however, further investigation will be required to determine the location of the potholes and the extents to which the surfacing works were undertaken on Nanny Hill in Stocksbridge.

Q.4 What can be done to repair this road and ensure no further potholes appear over the winter months?

A.4 This road is subject to periodic highway inspections, and any defects noted will be made safe. Furthermore, any defects or issues found can be reported via the Council website ([Report... | Sheffield City Council](#)), by email to streetsahead@sheffield.gov.uk, calling 0114 2734567, or by using the FixMyStreet app to request urgent repairs to potholes or other highway defects.

Q.5 If nothing can be done, will the Policy Committee be reviewing the resurfacing contract to ensure that products are used that will last longer than a couple of months?

- A.5 All materials and proprietary products used on the contract comply with national standards and are all quality assured. However, anomalies do sometimes occur when undertaking carriageway and footway works. Officers are working with Amey to ensure these anomalies are mitigated.

Questions of Councillor Mike Levery to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

- Q.1 How many (a) flies tipping and (b) littering incidents were recorded in the period 1st April 2024 to 30th September 2024 and what was the figure for the equivalent period in 2023?**

- A.1 Fly tipping reports on the highway network for the period requested indicate the following for the periods outlined:
2024 – total permanently resolved = 2,959
2023 – total permanently resolved = 3,158

Note that the total number of instances recorded is higher than this. However, the gross figure includes items out of scope (not on highway network); items which Amey is unable to locate on attendance; and items where no further action is required (e.g. duplicate reports). The gross figures for the same periods are;
2024 – 4,691 reports/defects
2023 – 4,273 reports/defects

- Q.2 How many successful prosecutions were made for (a) fly tipping and (b) littering incidents in the same period, and the equivalent period in 2023?**

- A.2 We don't have a previous analysis for this time period to hand and our interim team manager for EP enforcement is on leave back on the 5th of November so we will provide this analysis as soon as possible on their return when they can run the reports for these periods.

- Q.3 What was the total value in fines for (a) fly tipping and (b) littering incidents in the same period, and the equivalent period in 2023?**

- A.3 As per answer A.2 above.

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

Q. Some cities in Europe use ferrets to control their rat population. The ferrets flush the rats out of their holes where they are caught in nets. They can then be removed and despatched. Rats plague many parts of the city while efforts to control them are limited with them developing resistance to poisons used in their control. Is this something that can be considered or promoted by the council?

A. We do have a range of pesticides to use in respect of resistance and that will be a more cost-effective way of treating resistant populations. We need people to report complaints of rats, and we will endeavour to ensure they are tackled either by the landowner or occupier or failing that we will serve notices and if necessary, undertake works in default.

There are cases where using poison can pose a risk to birds such as owls e.g. on farms and it is a duty on all pest control services to consider the risk to other species and bait accordingly which may include using traps or other means. We do not have ferrets, and such an approach is unlikely to be cost effective or necessary in Sheffield for our professional pest control work and does nothing to stop the rats accessing the premises or land.

Questions of Councillor Douglas Johnson to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Kurtis Crossland)

Q.1 What guarantees has the council received from South Yorkshire Police that, if a Public Spaces Protection Order (PSPO) were introduced, that they would end anti-social behaviour in the city centre?

A.1 The Anti-social Behaviour, Crime and Policing Act 2014 provides the Police and Local Authorities with a number of enforcement tools and powers to address anti-social behaviour. Most are limited to tackling the behaviour of identified individuals, businesses or organisations.

Public Spaces Protection Orders (PSPOs) target specified types of anti-social behaviour and apply to everyone equally and it is therefore an additional tool available to the Police and the Council to tackle that behaviour.

Before making a Public Spaces Protection Order, the Council is required to consult with the Police. Officers have worked closely with colleagues from South Yorkshire Police to ensure that there is a coordinated approach to tackling anti-social behaviour.

South Yorkshire Police are supportive of a PSPO. The consultation has told us that the public and businesses are experiencing anti-social behaviour in our city centre and expect effective action to be taken. PSPOs are used successfully across the country. A PSPO will provide other means to tackle the types of anti-social behaviour which harm Sheffield city centre. If granted, a PSPO will not end anti-social behaviour. We do expect that as is experienced elsewhere; it will allow the partnership to work more effectively to address the problematic harm being caused.

If the making of a PSPO is approved at Communities, Parks and Leisure Policy Committee, the powers it provides will mean officers are able to intervene earlier to tackle specific activities that cause or are likely to cause anti-social behaviour.

This will allow officers to focus on prevention, advice and guidance as the initial priority so that support can be provided to individuals in need. The PSPO would be used alongside the existing powers to reduce anti-social behaviour in the city centre.

Q.2 Did the public consultation provide any evidence that the proposed PSPO would be effective in ending the behaviours identified?

A.2 The public consultation provided links to the committee report and supporting documents which included the LGA guidance which contains a number of case studies from other Local Authorities.

The wording of the introduction to the consultation was designed not to lead people to a particular conclusion, but to get their honest opinions.

The public consultation was open to individuals and organisations to provide their feedback on their experience of anti-social behaviour, their support, or otherwise for making a PSPO, their support, or otherwise for each of the proposed restrictions in the draft PSPO and the area covered.

As per Q1, a PSPO is just one of a number of tools that would be available to tackle anti-social behaviour in the city centre allowing officers to intervene earlier to prevent the behaviour and provide advice, guidance and support.

Q.3 What assessment has the Council made of the potential displacement of anti-social behaviour to communities bordering the PSPO area, such as Kelham Island, Edward St, the University, Broomhall, Bramall Lane or Park Hill?

A.3 There is a risk that introducing prohibitions in the City Centre area could displace ASB to other locations adjacent to the City Centre. SYP and the Council have baseline data on the types of ASB in the area surrounding the PSPO area and are aware of some ASB issues in these areas and are already actively working to deal with these issues.

An enforcement and support protocol is being developed alongside the PSPO report and this will aim to mitigate some of the risk of displacement by aiming to understand and address underlying and unmet need as part of the harm reduction approach.

If displacement does occur, the appropriate action will be taken to address the anti-social behaviour in these areas.

Questions of Councillor Maroof Raouf to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Kurtis Crossland)

Q.1 What specific plans, if any, are in place to improve drainage at cemeteries in Sheffield?

A.1 In response to updated ground water regulations Sheffield City Council conducted a desk top risk assessment of all our active burial sites. Following this assessment three cemeteries went on to have further on-site investigation works. In light of the findings from this work, we are now exploring the feasibility of a surface water drainage solution aimed at redirecting the flow of some surface water within Shiregreen Cemetery. No other work has been commissioned at this stage, however further work at other sites may follow once the current investigations are concluded and the results reviewed.

Q.2 How will these improvements ensure that loved ones' resting places are not affected by flooding?

A.2 At this time the only improvement in active planning is at Shiregreen Cemetery.

The results of the ground survey work at Shiregreen Cemetery tells us that the cemetery ground, and the graves within, are not permanently saturated and the water witnessed is surface water which naturally flows down through the cemetery.

In response to these findings, we are exploring the feasibility of additional surface water drains aimed at redirecting some of the surface water which travels down through the cemetery ground. The objective is to reduce the amount of surface water traveling through the burial plot at the lowest point within the cemetery, thus improving ground conditions and reducing the amount of water pooling in empty graves.

Q.3 What is the timeline for implementing these drainage improvements?

A.3 It is not possible to give a time frame at this stage as plans need to be discussed and agreed with external agencies in accordance with new regulations. We would like to get these solutions confirmed and installed as soon as possible.

Q.4 How will the Council monitor and maintain any new or old drainage systems to prevent future or potential future issues?

A.4 Existing surface water drainage systems are managed as part of the Council's corporate estate. The cemetery teams monitor our cemetery sites and infrastructure and report any issues to the relevant departments. Where possible drains are routinely cleared during the autumn period to remove debris and prevent blockages.

Where difficult ground conditions have led to smaller scale local interventions, the ground conditions are monitored regularly by the cemetery teams and where intervention is needed this is discussed and agreed by the cemetery management teams.

Q.5 Are there any community consultation processes in place for residents to specifically provide input on potential drainage improvements?

A.5 Concerns about ground conditions can be raised with the Bereavement Service or with cemetery staff by anyone at any time. Complaints and feedback are always taken seriously and investigated.

Where drainage improvements are required, these are designed in consultation with subject matter experts, in accordance with regulations, and based on our knowledge of burial activity within the cemetery. Where appropriate the work of independent consultants will be commissioned to support this process.

It is our aim to inform cemetery visitors and residents about any planned activity within our cemeteries. Where relevant we share information with funeral directors and stonemasons, as well as Local Area Committees, local forums or partners. We acknowledge we need to get better at information sharing in other formats, e.g. website information and signage, and we hope to make improvements in this area soon.

Q.6 What measures are being taken to ensure that any improvements to drainage at Sheffield cemeteries are sustainable and environmentally friendly?

A.6 The service is fully cognisant and supportive of the SCC's environmental commitments and any programme of work will have sustainability and environmental friendliness built into its design.

Q.7 Given we are coming up to the wettest part of the year, how will the Council address any immediate concerns or complaints about drainage issues at its cemeteries?

A.7 We take all complaints and concerns seriously, and these will be investigated. Our cemeteries are large green open spaces, and we must acknowledge that these spaces are open to all elements and the ground will become wet at times. Any suspected issues must be investigated properly to ascertain the cause and severity of the problem and where necessary long term sustainable solutions found in accordance with regulations.

Q.8 Are there any funding or grants being sought to support any potential drainage improvement projects?

A.8 Not at this time.

Question of Councillor Dianne Hurst to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Kurtis Crossland)

With the enactment of the Environment and Nature Recovery Act, SCC now has a statutory duty to recover biodiversity. We will not be able to achieve our duty without holistic landscape scale environmental management of grasslands, meaning the issue of biomass disposal is acute. The issue of biomass disposal was identified at the beginning of the Urban Nature Park project some ten years ago. SCC has now acquired cut and collect mowers, but this is only half of the picture.

Q. How are arisings from SCC grassland disposed of and what is the cost associated with this?

A. For larger sites like Graves Park, we aim to designate specific areas on-site where green waste can be left to rot down initially. After this initial decomposition, we transfer the waste to our provider under our green waste contract. On smaller sites, we consolidate green waste from several locations into designated composting areas. Once partially decomposed, this waste is also transported to our provider. In some instances, it is left on site where it is appropriate and can compost in small volumes which benefits the site ecologically.

Breaking down specific costs related to grass alone is not possible, however we are currently looking into the option of diverting our green waste to biomass facilities. However, no local biomass facilities currently accept grass, only woodchip. We are assessing this from a project management perspective, but the outcome of this work is not currently known.

We currently have a green waste disposal contract which is charged per tonne.

The process for handling cuttings is complex and costly, varying based on the site's size, location, and nature. To manage this effectively on a citywide or regional scale, we need dedicated resources for additional machinery and sustainable disposal solutions.

Question of Councillor Minesh Parekh to the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith)

Q. Sheffield has seen a number of businesses become employee-owned in recent months, including Spencers estate agents and Abbeydale Brewery. What consideration has Business Sheffield given to the need to support diverse business models, including employee-owned and co-operative businesses, and how more support for businesses' transitioning to employee-ownership can maximise local business retention?

A. Business Sheffield is aware of the potential benefits of employee-owned models in local business retention and employee satisfaction. It also provides access to legal support and advice on the range of structures available to an enterprise. For example, the team recently provided support to Abbeydale Brewery during their change of ownership model. I understand that SYMCA have also provided funding to the South Yorkshire Ownership Hub, whose details and achievements are available online.

Business Sheffield will continue to provide advice on a wide range of issues to help local organisations succeed.

Questions of Councillor Maroof Raouf to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q.1 How many children in Sheffield currently have an Education otherwise than at school package and how much does this cost the Council each year?

A.1 There are currently 49 Pupils registered as EOTAS
24 School Age
23 National Curriculum Year 12+

This costs the council £1,033,711.59 each year.

Q.2 How does the Council plan to support schools in addressing educational disparities?

A.2 Sheffield City Council is committed to reducing educational disparities through a multi-faceted approach that includes targeted funding, partnership initiatives, and enhanced support for students with special educational needs and disabilities (SEND).

In collaboration with Learn Sheffield, the Council works closely with school leaders to develop tailored support and improvement strategies, ensuring that schools have the support and guidance needed to meet the diverse needs of their students.

Additionally, we are actively reviewing our approach to SEND funding to ensure that allocations reflect the complexities of students' needs. This review aims to create a fairer funding model, prioritising resources for those students who need them most, and helping to narrow the attainment gap across the city.

Through these efforts, Sheffield City Council aims to foster inclusive, equitable learning environments where every child can thrive, regardless of their background or challenges.

Q.3 How is the Council ensuring that the great primary schools in Nether Edge & Sharrow have access to the latest educational resources and technology?

A.3 Sheffield City Council is committed to ensuring that primary schools in Nether Edge & Sharrow can access the latest educational resources and technology to support modern learning. We provide a flexible support framework where the individual technology needs and priorities of each school are set by the headteacher and trust leaders, aligning closely with their curriculum objectives and infrastructure requirements.

To support safe and reliable online access, the Council offers a comprehensive Broadband Service, giving schools the option to secure high-quality, uncontended access to online resources with best-in-class filtering and virus protection. This service ensures a stable, safe environment for digital learning, though schools retain the choice of whether or not to opt in.

Through these resources and support systems, Sheffield City Council enables schools to leverage technology effectively, enhancing both teaching and learning experiences.

Q.4 Given the importance of parental involvement in improvements to children's education, are there any initiatives to increase said involvement in children's education during schooling hours?

A.4 The Parent, Carer forum in Sheffield are pro-active in seeking parental views of education, including how schools can work with them to improve the educational experience and engagement of children with SEND. Initiatives such as Autism in Schools (AiS) and South Yorkshire Partnership for Inclusion of Neurodiversity in School (SYPINS) are funded through the Integrated Care Board for the Parent Carer Forum to work with Parent, Young People and Schools developing inclusive practice from child and parental voice. Training, consultation and support offers are made to the schools alongside Mental Health and Education / SEND Advisory Services.

We involve parents in all areas of family support and early help though, a lot of which connects to schools for their children. Parents are part of Team around the family meetings and all social care –meetings when local authority services are supporting a family. The school response and adaptations for a child's needs are routinely discussed within these forums as part of the child's plan.

For School Advice sessions – the FIS team provide all schools with access to booking advice sessions for families. These are for families who need help at a preventative level and are conversations held between School – the FIS link worker – and the parent / carer, and child (where appropriate). These often include advice and challenge to schools about adaptations and support within the school day. Often, there is an element of relationship building between school and parent / carer in an advice session.

Q.5 How does the Council plan to improve student mental health and well-being, and do all schools have rooms/areas where children can go to take a break?

A.5 Sheffield City Council is dedicated to supporting student mental health and well-being through a range of programs and resources. In partnership with Learn Sheffield, the Council offers the Healthy Minds program and the Mental Health Support Team (MHST) service, which provide schools with

direct support to address students' mental health needs. These initiatives equip schools with training, resources, and access to mental health professionals, helping create environments where students can access timely support.

Many schools in Sheffield have also established quiet spaces and sensory rooms, specifically designed to give students a place to take a break, self-regulate, and manage stress. These areas are especially valuable for students with special educational needs and those who benefit from structured, calming environments. By investing in both mental health initiatives and supportive physical spaces, the Council is committed to fostering well-being and resilience among all students.

Additionally, all schools in Sheffield are offered trauma-informed training on an annual basis, empowering staff to understand and respond sensitively to students affected by trauma. Many schools are now leading best practices in trauma-informed care, creating inclusive spaces that support mental and emotional well-being.

Through these combined efforts, Sheffield City Council aims to build resilient, supportive school environments that address the mental health needs of every student.

Q.6 What steps are being taken to ensure that all students, including those with special educational needs, receive appropriate support; and what quality assurances are being held to ensure that there is a set standard across the city?

A.6 The SEND Partnership hold the responsibility for the Quality Assurance of provision provided for children with SEND, this comes in many different forms, including:

- Commissioning Quality Assurance and Review – ensuring commissioned services are delivering against their KPIs for children and young people.
- QA and audit processes – ensuring EHC Assessment and EHC Plans are of good quality, from Advice Givers to the full assessment. Involvement of schools, parent and young person sharing their experiences.
- QA of Integrated Resources in schools is built into their memorandum of understanding.
- QA of additional resource bases, including Continuum of provision and need are in development across SCC, health and Learn Sheffield.

Q.7 How does the Council measure the success of educational improvements and hold schools accountable?

A.7 Success is measured through a combination of quantitative data, including attainment scores, attendance rates, and progress for students with

SEND, along with qualitative feedback from parents, students, and school staff. Accountability is enforced through regular school reviews, collaboration with school improvement partners at Learn Sheffield. We work closely with Ofsted and the in discussing schools of concern.

Q.8 What is the average salary of Primary School headteachers across LA controlled schools in Sheffield?

A.8 We have reviewed the information sources available to us, and I can confirm that we do not have direct access to salary information for primary school headteachers. Salaries for headteachers are determined by individual school governing bodies and are typically based on factors such as school size, pupil numbers, and responsibilities specific to the role, as set out in national pay scales and guidance.

While Sheffield City Council does not hold direct data on headteacher salaries, publicly accessible national frameworks, such as the School Teachers' Pay and Conditions Document, outline typical salary ranges for headteacher roles based on school group size and location. For precise data on salaries, individual schools or multi-academy trusts may provide this information directly.

Questions of Councillor Peter Gilbert to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q.1 How is it ensured that public / taxpayer money is spent responsibly in schools to benefit current and future generations and not just for short term projects or financial benefit?

A.1 Sheffield City Council is committed to ensuring that taxpayer money is spent responsibly in schools, prioritising investments that deliver lasting educational benefits. To achieve this, the Council employs a long-term strategic approach to funding, emphasising sustainable improvements rather than short-term gains.

Projects and initiatives undergo rigorous planning and are evaluated based on their potential for positive, enduring impact. For instance, investments in staff training, such as annual trauma-informed training and ongoing professional development through Learn Sheffield, build the capacity of educators to support students' well-being over time. Similarly, the Council's review of SEND funding seeks to ensure that resources align with students' evolving needs, promoting equitable access to support across Sheffield.

These initiatives are regularly monitored and audited to maintain transparency and accountability, ensuring that public funds contribute to a resilient and inclusive education system that benefits both current students and future generations.

Q.2 What is the council's view on the importance of green open space contributing to good mental health for children?

A.2 Sheffield City Council places high value on green open spaces for children's mental health and well-being, recognising the vital role they play in supporting outdoor learning, reducing stress, and promoting physical activity. To this end, the Council actively supports the development of forest schools, providing children with regular opportunities to engage with nature as part of their education.

We have also commissioned places at Nature Box, a specialised outdoor learning program tailored to support children with autism, providing a safe and enriching environment that enhances both social and sensory experiences. By investing in these programs, Sheffield City Council promotes both mental health and inclusive education through access to nature for all children.

Where new build schools are proposed, in the case of the proposed new build schools under DFE School Rebuild Programme, ensuring access to green space, especially at schools that currently have none is an integral part of the design engagement with DFE.

Questions of Councillor Garry Weatherall to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q.1 Given the disruption caused by the presence of RACC in schools, can you tell me how many LA maintained school surveys have revealed its presence in?

A.1 The latest Local Authority maintained school surveys have revealed the presence of RACC in only one school. We had identified this before it became a national issue and proactively addressed its removal to minimise disruption

Q.2 What is the progress to date in the removal and repair programme, the cost to the authority and how this disruption to children's education has been managed?

A.2 We have collaborated with the school to complete the RAAC removal. This project was funded through the School Building Condition budget, and we are now in negotiations with the Department for Education to reclaim this investment.

Q.3 Given the discussions currently taking place in York, can you tell me if SCC has a policy on the use of mobile phones in school?

A.3 Sheffield City Council recognises that mobile phone use in schools can impact both learning environments and student well-being. Currently, the Council does not enforce a blanket policy on mobile phones, allowing individual schools the autonomy to establish their own policies based on the needs of their student population. However, we work closely with schools to support policies that prioritise student safety, reduce distractions, and address issues like bullying and mental health.

Q.4 Does the Chair support the banning of the use of mobile phones in school given the potential for bullying and its impact on mental health?

A.4 I very much acknowledge the potential risks associated with mobile phone use in schools, including concerns about bullying and mental health. While I support measures that foster safe and positive learning environments, the Council respects each school's discretion to make informed decisions based on their unique context and community needs.