

## CITY OF SHEFFIELD

### METROPOLITAN DISTRICT

#### MEETING OF THE CITY COUNCIL – 5<sup>TH</sup> SEPTEMBER, 2018

#### COPIES OF QUESTIONS AND ANSWERS THERETO

##### Questions

##### Answers

#### Questions of Councillor Shaffaq Mohammed to the Leader of the Council (Councillor Julie Dore)

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|---|--|
| 1. On Radio Sheffield, you stated that the overgrown grass verges were due to Amey failure to deliver as part of the contract. Can you confirm that the City Council has withheld payments to Amey as outlined, as result of their failure to deliver to this part of the contract?               | Ongoing monitoring by the Sheffield City Council client team confirmed Amey failures in respect of grass cutting performance in parts of the city. The appropriate performance deductions were made. |
| 2. The Local Plan was earmarked for the Cabinet meeting in July, and was downgraded to an individual Cabinet Member decision. Can you confirm when you received the final draft of the Local Plan that was produced by officers? Please provide the dates.  | There has been no Cabinet decision and/or Individual Cabinet Member decision.  |
| 3. In the last three months, what representations/correspondence have you received in relation to Birley Spa Baths from the following stakeholders:<br>(a) The local friends group<br>(b) Local MP<br>(c) Local Councillors<br><br>Can you provide the responses you have made for each of these? | Councillor Blake has been leading on this issue and has also been asked this question, she has had contact with all of the stakeholders you have mentioned.  |
| 4. Since the start of 2018, what contact have you made personally with Mr Wang or a representative of Sichuan Guodong Construction in relation to progressing this investment in Sheffield? Please provide dates of contact.  | Since the start of 2018, I have had no personal direct contact with Mr Wang or any of his representatives regarding investment in Sheffield. Officers are in contact on my behalf.                   |

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|--|---|
| 5. What contact and correspondence have you received from Mr Wang or a representative of Sichuan Guodong Construction? Please provide dates of contact.                                  | See previous answer.  |
| 6. In the last 12 months, have you at any point as Leader of the Council been invited to visit Mr Wang or a representative of Sichuan Guodong Construction in China?                     | I have not been invited to visit Mr Wang or any representatives of Sichuan Guodong in China during the last 12 months |
| 7. In regards to the Sheffield City Region devolution deal, can you list for the years 2016, 2017, 2018, how much money was programmed to be spent and how much of that money was spent? | This is a question for Sheffield City Region.   |

Questions of Councillor Joe Otten to the Leader of the Council (Councillor Julie Dore)

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| 1. Do you accept, in full, the International Holocaust Remembrance Alliance (IHRA) definition of antisemitism, with examples?  | Yes.  |
| 2. Do you accept that there is a real antisemitism problem in British politics across a number of parties, or do you believe that it is a fabrication for political point scoring? | I accept that there is a real problem with anti-semitism in British politics. |

Questions of Councillor Robert Murphy to the Leader of the Council (Councillor Julie Dore)

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|---|---|
| 1. Have you seen the City Region Mayor's proposals for a new main line rail station at Doncaster Sheffield airport? | Yes.  |
| 2. Were you consulted on the proposals?   | I was not formally consulted. Officers have seen the proposals as they have been developed. |
| 3. Who were they submitted to?  | Proposals were not formally submitted to SCC.   |

Questions of Councillor Douglas Johnson to the Leader of the Council (Councillor Julie Dore)

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|---|--|
| 1. What is the verification number (being 5% of the electorate) that the Council is required to publish under the Local Authorities (Referendums) (Petitions) (England) Regulations 2011? | The current verification number required for a petition to trigger a referendum on the authority's governance arrangements is 20,956.  |
| 2. Why was it not published at the correct time in February, in breach of the Local Government Act 2000?  | This was an oversight. As soon as the omission was recognised the figure was published.  |
| 3. Where has the verification number now been published?  | The figure is now published at <a href="http://www.sheffield.gov.uk/content/sheffield/home/your-city-council/council-operates.html">http://www.sheffield.gov.uk/content/sheffield/home/your-city-council/council-operates.html</a> |

Question of Councillor Martin Phipps to the Leader of the Council (Councillor Julie Dore)

What preparations are being made by the Council for the impacts of Brexit?

The Council is carrying out an assessment of any impact of various Brexit scenarios upon its day to day business.

Question of Councillor John Booker to the Leader of the Council (Councillor Julie Dore)

Over the mid-June to mid-July period, with the England football team doing well in the FIFA World Cup, bringing thousands of people into pubs, bars and public spaces to watch and support our national team, why was the Cross of St. George not flying over the Town Hall? Was this an oversight or a deliberate decision?

No request was received to fly the St. George Cross flag during this period.

Questions of Councillor Ben Curran to Councillor Jack Scott (Cabinet Member for Transport and Development)

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|--|---|
| 1. Many of my constituents are concerned about changes to Stagecoach's 52 bus route. I share these concerns. Do you share my constituents' concerns? | Yes. This is the wrong decision.  |
| 2. Could you please confirm what representations the Council / yourself made about the changes to Stagecoach's 52 bus route?                         | No discussions were held with SCC representatives at an Officer or Member level before the decision to make changes to the 52 route was made. |
| 3. Would you be prepared to meet with local residents, bus operators and myself to discuss these concerns?   | Yes, of course.   |

Questions of Councillor Cliff Woodcraft to Councillor Jack Scott (Cabinet Member for Transport and Development)

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| 1. When the decision to ban all parking on Clarkehouse Road was taken, what consideration was given to vehicular access to businesses and leisure facilities along that road?  | Full and fair consideration was given to the consultation responses we received.   |
| 2. What provision has been made for people with limited mobility to get access to the Botanical Gardens and King Edward VII School swimming pool?  | Double yellow lines do not prevent people with blue badges from parking on them.<br><br>As such, provision will be improved for people with mobility impairments, as they will be certain to find a space to park in now – which was almost impossible before. |
| 3. What other options were considered other than a complete ban on all parking?  | All other options were considered.   |
| 4. I hear from the Cycle Forum that the main problem is drivers arriving before the end of the morning parking restriction, then waiting for the permitted parking period to start before leaving their car. The cars were then causing an obstruction before the end of the rush hour. That being the case, why was the | Because I make decisions using robust methodological modelling data, rather than hearsay.  |

“morning no parking” period simply extended to mitigate this problem?

Questions of Councillor Ian Auckland to Councillor Jack Scott (Cabinet Member for Transport and Development)

1. Do you agree that Sheffield suffers from "New York" levels of congestion? No.
2. Do you agree that unreliability caused by traffic congestion is a major factor in falling bus patronage in Sheffield? Yes – amongst several others.
3. September sees more bus service cuts in Sheffield. What responsibility do you accept for this situation?  
Bus patronage is falling across the country and bus operators are reducing their services, such as the 52, as a result.  
  
In July, Cabinet endorsed a new Transport Strategy which is aimed at reversing this decline in public transport by giving greater priority to buses on the streets and reducing congestion.  
  
Working with the City Region, we will also look at the best operating, business and regulatory model to maintain and improve public transport in Sheffield.

Questions of Councillor Douglas Johnson to Councillor Jack Scott (Cabinet Member for Transport and Development)

1. What progress has been made on investigating a Workplace Parking Levy? Good progress has been made.
2. What is the current position with regard to the Council's proposal to widen the Inner Ring Road? Will the Council do any more consultation on the issue?  
My position is unchanged in that I remain astonished you continue to oppose a scheme that will improve and prioritise public transport, reduce congestion, improve air quality and increase high-quality cycle infrastructure.  
  
The Inner Ring Road scheme improves transport for all modes, not just cars.

Congestion on the Inner Ring Road not only causes inconvenience to motorists; the resulting congestion disrupts buses and trams, and this in turn results in shift away from buses to cars, and a less viable public transport system – in short a vicious spiral towards greater car dependency.

The consultation demonstrates that in the worst cases, this congestion tails back into the city centre, causing gridlock that freezes our public transport system, and figuratively (and, given the effect of this on air quality, literally!) choking people walking and cycling in.

3. What progress has been made in respect of Kelham Island traffic and parking schemes?

Good progress has been made.

A comprehensive scheme is being developed to address traffic management and parking in the area. Initial surveys are being planned for the Autumn and will inform preliminary design work.

Funding is only confirmed to carry out some preliminary design work at this time.

Planning colleagues are actively seeking significant contributions from developers in the area towards the cost of a parking scheme.

4. What steps has the Council taken to identify and implement Clean Air Zones? Is the Council considering the improvement of air quality through the introduction of any form of Charging Zone?

The administration's approach is set out in our Clean Air Strategy.

The Clean Air Zone Feasibility Study is being undertaken in line with the direction we have received from Government.

This study is considering and testing a range of options to improve air quality and, as required by our direction from Government, this will include considering the effects and implications of charging.

The study will continue towards defining our preferred option. Further steps will be outlined in 2018.

5. What progress has been made with implementing the city centre 20mph zone and when can residents expect to see this in place?

Good progress has been made.

The scheme will be implemented in four phases, three of which are funded for completion this financial year.

6. Are any further works to be carried out on the West Street bus and tram gate?

The West Street tram gates have been in place since 2009, and aside from some routine updating of signing and road markings to reflect current best practice, no changes have been made.

That work is complete and no further works are planned.

The bus gates are enforced by camera and enforcement is ongoing.

Our future approach to public transport priority is outlined in general in the Transport Strategy and, for the city centre in particular, the City Centre Plan.

7. What progress has been made with a travel plan for the new Woodside School, in particular relating to access from Kelham Island?

Good progress has been made and will be shared with relevant stakeholders at the appropriate stage.

8. What assessment does the Council have of the increase or decrease in the estimated number of premature deaths from air pollution in connection with the Ikea and Meadowhall expansion projects?

For Ikea, an Air Quality impact assessment was undertaken as part of the Planning Process and actions to mitigate impact have been secured and enacted through relevant planning conditions.

N.B. Meadowhall application did not require a health impact assessment.

9. Current Transport for the North plans miss carbon budgets and will bring more traffic into Sheffield. How does the Council intend to address this?

Cabinet endorsed in July a Transport Strategy which details our response to these challenges.

This includes in particular measures to provide for public transport and cycling so as to enable a modal shift away from cars for local journeys to offset

anticipated growth in longer distance traffic.

Addressing carbon emissions is one of the most seminal challenges in our society.

Our Transport Strategy has been informed by the mini-Stern Review for the Sheffield City Region, which identifies cost-effective and cost neutral carbon savings of 44% over 1990 emissions levels, with the Transport Sector playing its part in these cuts.

The Transport Strategy details how we will enact these findings, and is even more ambitious in some aspects (in particular cycling).

Further work will be required to identify the actions the Council will take to best support the uptake of alternative propulsion technologies, these being the most carbon-effective measures identified by the mini-Stern review, as well as measure to ultimately reduce the carbon cost of the transport system in the city to near-zero.

10. In wake of Ofo pulling out of Sheffield, what steps have been taken by the Council to address the need for a replacement scheme?

Meaningful steps have been taken to encourage another dockless bike hire scheme into the city.

Operators' current position within the UK is uncertain for a wide range of reasons.

11. What progress has been made with developing a policy on the cumulative impact of off-licences in the West Street/Devonshire Street/Division Street area since it was identified as an area nearing levels of stress in 2016?

Good progress has been made.

A working group was set up in 2017 that included a wide range of stakeholders

A report is now being drafted to progress this matter further.

12. How much local Community Infrastructure Levy (CIL) has been collected from developments since April 2015 for each of the Wards in Sheffield?

This information has been circulated to all Councillors.



13. Why did you instruct officers not to release this information to Members?
- No such instruction was given. This information has been circulated at appropriate intervals for several years.
- You may be confused with the initial information to develop thinking on this policy that was presented to my Policy Development Group – which you are not part of and not entitled to.
14. Who made the decision to let the contract for the excavation of Sheffield Castle to national “market leader” Wessex Archaeology instead of a Sheffield-based organisation with a track record of community archaeology?
- The decision to award the contract for the excavation of Sheffield Castle to Wessex Archaeology was taken by the Director of Finance and Commercial Services under powers delegated to her by Cabinet.
- The value of this contract meant that we were required by law to procure the services through competitive tender.
- The contract was awarded in accordance with agreed Regulations to the bidder submitting the best tender.
- This process was overseen by a panel including South Yorkshire Archaeology Service, the Friends of Sheffield Castle, the University of Sheffield School of Archaeology and Historic England.
- Wessex Archaeology are a charity with a permanent Sheffield office. They have an unparalleled record in community archaeology.
- For the Sheffield Castle project, they have already signed up 350 volunteers – 175 to work on-site and 175 in post-excavation analysis. They have publicised 6 open days, 4 tours per day, 20 places per tour – 480 visitors and these are all fully booked.
- Extra days for historical groups and interested parties have also been requested – 235 places have been booked so far.

They are also in contact with several local schools who have expressed their interest in visiting the site. They estimate this will involve between 50 and 100 students in total.

They have had over 17,000 enquiries so far and their blog for week one has been read by over 3,000 people and on average it has recorded over 500 hits within the first 5 minutes of posting any castle evaluation related news (Facebook, Twitter etc.)

Thanks are given to Planning and Heritage teams for the successful start this project has made.

15. What were the reasons for the decision?

To comply with the law and ensure the best outcome for Sheffield.

I am saddened but not surprised that neither seem to be a priority for you.

Question of Councillor Paul Scriven to Councillor Jim Steinke (Cabinet Member for Neighbourhoods and Community Safety)

Have any Council properties been clad with Vitracore G2? If so, please list them.

No, we do not have the specified cladding material on our housing stock.

Questions of Councillor Penny Baker to Councillor Jim Steinke (Cabinet Member for Neighbourhoods and Community Safety)

1. When will the Local Housing Strategy be published?

We are planning to present the Homes for All housing and neighbourhood strategy in the autumn.

2. Will it be published individually or with the Local Area Plan?

This strategy will be its own stand alone strategy for the city. The Local Plan will be tabled separately.

Questions of Councillor Alison Teal to Councillor Jim Steinke (Cabinet Member for Neighbourhoods and Community Safety)

1. Are there plans to address the problem of dumping on the vacant land at the end of South View Road and Vincent Road where community members have expressed an interest in clearing the rubbish and creating a community garden, or trialling container homes?

We have checked the GIS system and if it's the area we think it is then it is private land not the responsibility of the Council, we have tried to find out ownership but are unable to proceed with this as it is not owned by the Council. The land ownership service may be able to provide details eventually.

If it is the end were the community centre is this is still not the responsibility of the Council Housing service but education do have responsibility to maintain this area.

2. Have Council officers done any work to assess the viability of these ideas since the previous Cabinet Member for Neighbourhoods and Community Safety (Councillor Jayne Dunn), also received requests about this piece of land?

The Council owns the land on South Road around the community centre but the other land is in private ownership and details can be found from the land registry.

**Layers**

- Disclaimer
- Plandex
- Boundaries
- Establishment Boundaries - Are NOT int
- T Marks
- LLPG
- Land Registry INSPIRE Freehold Only, DA
- New Developments
- New Development Annotation
- Annotation Class 1
- New Development Buildings
- New Development Plots
- New Developments Roads
- New Development Sites
- New Development Streets
- CAR PARKS - Contact Ian Wright
- Highway Maintenance
- Streets Ahead
- Roads and paths maintained by S
- Unadopted Public Highways -- N
- Off-highway Grounds Maintenance
- Other land maintained by Streets AH
- Public Rights of Way indicative rout
- STATUS
- Fly-tipping to Streets Ahead; any
- Cleared Housing Sites
- P&C Managed Sites
- Property/Terrir
- Easements
- Lease
- LAND CERTIFICATES
- TITLE
- HOLDINGS
- Combined Basemap
- AERIAL SURVEY

**Identify**

Identify from: <Visible layers>

- City Boundary
- Sheffield
- LLPG Current
- Site Of Haqueem House Vincent Road Sheffield S7 2BX
- LLPG Historic
- Haqueem House Vincent Road Sheffield S7 2BX
- Land Registry INSPIRE Freehold Only, Data from Land Registry not up to date or updated by SCC
- 49410176

Location: 434,945.644 385,350,705 Meters

Field	Value
ObjectID	38542
UPRN	200001516844
PrimaryClassification	Land
SecondaryClassification	Development
TertiaryClassification	Development Sites
Approved_Address	Site Of Haqueem House Vincent Road Sheffield S7 2BX
Easting	434896
Northing	385351
Shape	Multipoint

Question of Councillor Colin Ross to Councillor Olivia Blake (Cabinet Member for Finance)

Over recent weeks, I have received a number of complaints about the length of time that it takes to get phones answered on the various Council help lines and the fact that the phones are sometimes not answered at all. What steps are being taken to improve this valuable service to the people of Sheffield?

I am sorry to hear of the difficulties constituents have been having. The Council's Contact Centre work to performance targets (generally to ensure that 85% of all calls are being answered) and all of the advisors are committed to and focused on providing the best possible service for citizens. Demand levels can prove challenging. Depending on what day and time of day people call, and what they are calling about, people can often find themselves in queues waiting for their call to be answered. In the case of callers to the Revenues and Benefits line, some people may get a message that the queues are all full and be asked to call back later. The service carry out customer satisfaction surveys every three months and the results from the latest (carried out in June 2018) are as follows:

- Q1 – It was easy to contact us – 72.54%
- Q2 – We treated you with courtesy and respect – 87.12%
- Q3 – We listened to and understood your enquiry – 87.46%
- Q4 – You were satisfied with the time it took to resolve your enquiry – 83.39 %
- Q5 – You were satisfied with how we dealt with your call – 88.14%

I have been working with Customer Services senior management to try to improve the experience for people contacting the Contact Centre. Key developments are as follows:

-Upgrading our Customer Relationship Management (CRM) system. The upgraded system should be fully operational by April 2019. This will improve the efficiency of call handling by up to 15%.

The Council is currently procuring a new telephony system and when in place no callers will be told that queues are full

and everyone will have the opportunity to join a queue. People will be told how long roughly it will be until their call will be answered meaning that they can make an informed decision around whether they want to stay on the line or call back later. The new system will also offer the opportunity for people to have conversations by text with our operatives. The new system should come in to place during the next year.

Contact Centre managers have put into place an action plan which reinforces our expectations around advisor performance from both a quantitative and qualitative perspective. We are also working to increase the skill sets of advisors which increases the ability to move people between the different elements of the Contact Centre to better deal with peaks in demand for certain services.

The service now operate an out of hours service based at Manor Lane which deals with out of hours repairs and out of hours calls regarding vulnerable adults, vulnerable children and homeless callers. We are actively considering what other ways there might be to use this out of hours facility to take the pressure off the daytime contact centre.

A key message to citizens is that call demand generally decreases towards the back end of the week and so calling on Thursdays or Fridays can often mean it is easier to get through.

During the last eighteen months eight elected members have spent time listening in to calls in the Contact Centre and Customer Services. I would be happy to invite more members to listen in; those who have listened in say that it has given them a useful insight into the sorts of calls received, the demands on the advice team and the high quality job which they do.

Questions of Councillor Simon Clement-Jones to Councillor Olivia Blake (Cabinet Member for Finance)

In the last three months, what representations/correspondence have you received in relation to Birley Spa Baths from the following stakeholders:

- (a) The local friends group
- (b) Local MP
- (c) Local Councillors

Can you provide the responses you have made for each of these?

(a) I met the local friends group following a conversation with the local MP. Following that meeting it has been decided to postpone the sale for a period of two months to allow other options to be explored. This was explained to the friends group at a public meeting last Thursday.

(b) I received an initial email from the local MP, following this I spoke to the MP on the telephone and agreed to meet representatives from the friends group. My office arranged this and I met two representatives.

Since that meeting I received further emails and the response was to postpone the sale for the period of two months.

I met the local friends group.

(c) I organised a verbal briefing session provided to the Local Councillors. Following which councillors met the friends group and made further representations on behalf of the community.

I have since had conversations with local councillors and an email from one other councillor to which I responded to inform them of the removal from auction.

Questions of Councillor Douglas Johnson to Councillor Olivia Blake (Cabinet Member for Finance)

1. How much revenue does the Council derive annually from allowing (1) Clear Channel and (2) other advertisers, to site illuminated, powered advertising display boards on Council-owned land including streets and pavements?

**Clear Channel Small Format**

The income received from Clear Channel for rental on the small format advertising sites during 2017/18 was £523,229.

The income received from Clear Channel as Revenue Share during

2017/18 was £250,417.

This equates to total revenue of £773,646 for 2017/18.

### **Other advertisers**

The Council does not derive income from advertisers directly. There is a rental agreement with JCDecaux for large format advertising on Council land. During 2017/18 this income was £121,118. There is no revenue share associated with this agreement.

2. What is the annual value, at market rates, of the Council's advertising on Clear Channel boards?

The Council receives, as part of its agreement with Clear Channel, free slots on the network, which are used to communicate information to the public (including, currently, the roll out of the new brown bin recycling service). This is nominally worth £286k/year for paper/roller sites, and £225k/year on digital sites, based on ClearChannel book values.



Questions of Councillor Martin Smith to Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene)

Ward Councillors have been informed that the methodology used to assess the condition of road surfaces has been changed during the implementation of the Amey contract.

1. What date did this change happen?

The methodology to assess the condition of road surfaces has not changed since the beginning of the contract.

Condition surveys are carried out each year to determine which roads require treatment the following year. The type of treatment that each road receives depends on the severity of the deterioration present. Since the beginning of the contract a full range of treatments from microsurfacing, resurfacing and full reconstruction has always been available to ensure that the most appropriate treatment is used to improve the roads.
2. Was the change approved by the Council? and/or the Cabinet Member responsible?

As explained in answer to question 1, there has been no change in methodology.
3. How many streets had their initial surface treatment changed to the micro-asphalt system as a result of the change in methodology?

As explained in answer to question 1, there has been no change in methodology.

Routine inspections were carried out earlier this year on roads that had originally been expected to require the removal and replacement of the surface. These found that 119 roads had not deteriorated as much as expected. Therefore, the more appropriate treatment is microsurfacing, which should extend the lives of these road surfaces for 8 to 10 years. This is clearly more efficient and has environmental benefits.
4. How many streets were removed from the resurfacing list completely as a result of this change in

As explained in answer to question 1, there has been no change in methodology.

methodology?

A small number of roads (under 20) have been reprogrammed for future years, as the current surface does not necessitate immediate work.

5. What was the financial impact of the change in methodology?

As explained in answer to question 1, there has been no change in methodology.

Questions of Councillor Colin Ross to Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene)

1. In spite of assurances given to shopkeepers and businesses on the Totley Rise Shopping parade, work did not happen on the scheduled day in spite of the road being closed. This resulted in considerable loss of trade and a further road closure. What compensation can be given to these businesses for this unnecessary loss of business?

With regards to this case, I am informed that Amey kept shopkeepers up-to-date throughout the work and have apologised for unexpected delay in the work programme.

Short-term highways closures are unfortunately necessary to ensure that work can be completed safely, and no compensation would be available in these circumstances.

I would like to thank people across the city for their patience with short-term disruption in order to achieve the long-term benefits of the Streets Ahead programme.

2. In the B53 zone there has been a considerable amount of concern about the quality of the work. This relates in particular to the micro-asphalt treatment. For example, weeds have appeared through the road surface within three weeks of the resurfacing, and treatment at the end of cul de sacs have not been rolled sufficiently to bed them in. How is Sheffield City Council monitoring the quality of the work to ensure we are getting value for money?

Sheffield City Council carries out samples to ensure the quality of work carried out. Where local residents and local councillors have concerns, I would encourage you to report these.

In the case of work in the B53 zone, Amey have identified some very localised areas which require remedial works. These will take place in the next few weeks.

3. What on site supervision is undertaken by Sheffield City Council of work taking place to ensure it is done in a timely manner with the

As I have said in my answer to question 2., Sheffield Council carries out samples to ensure the quality of work carried out.

necessary attention to detail?

4. Under the present recycling arrangements, some residents have opted to not have a blue bin. Why then is there no choice to opt out of the new brown bin service for the small number of people that live in properties with limited storage facilities?

I am sure you would agree on the importance of us all playing our part in reducing, reusing, recycling and recovering household waste to minimise our environmental impact. The new brown bin will help 200,000 households across the city to do this.

The Council carefully considered options and concluded that the most efficient and beneficial policy is to provide a brown bin to all households.

Please encourage residents with concerns to contact the Waste Management team to discuss these further:

[www.sheffield.gov.uk/content/forms/af/your-city-council/enquiry-form.html](http://www.sheffield.gov.uk/content/forms/af/your-city-council/enquiry-form.html)

Questions of Councillor Sue Auckland to Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene)

Of the 17 roads receiving micro-asphalting treatment in the B61 Norton Woodseats Zone, Graves Park Ward:

1. How many have been inspected? All these roads have been inspected.
2. How many of them have the sub-contractors had to re-visit to put right the work? A single road (Warminster Place) requires the surface to be replaced. Other than this road there are some very localised remedial works required.
3. Are you happy with the quality of work undertaken in Graves Park Ward using the micro-asphalt treatment? This treatment is a normal and effective method of maintaining the highway, as I explain in my answers to Councillor Smith above.

Questions of Councillor Alison Teal to Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene)

1. In the Yorkshire Post on Saturday 25th August, the Council made a number of statements, including:  
*"The CIP covered circa 65 per cent*
- The contractual provisions you refer to in the first part of your question were included to maintain the current tree stock of 36,000 trees. They cannot be interpreted in the way you suggest.

*of network renewal and required the replacement of around 6,000 trees. Therefore if you apply similar ratios, the renewal of the remaining 35 per cent of the network will not take us close to 17,500 – especially when a disproportionate number of the city’s trees were in the CIP areas.”*

And:

*“We pay a fixed monthly sum to Amey, which is inclusive of all areas of work delivered on the contract, irrespective of the levels of work carried out. Any claim that Amey are to benefit financially if more trees are replaced is simply untrue. Their monthly payment would remain unchanged irrespective of the number of trees replaced.”*

Given that the Council have explained that Amey receive a fixed payment regardless of the work they do, and also that it is highly unlikely that Amey will ever ‘replace’ 17,500 street trees in the City regardless of the fact that the Council will have paid them to do this, I would like to request that new planting be done in areas where there is a strong health, social and business case for this. In particular, in the Ward of Nether Edge and Sharrow, Abbeydale Road has no trees at all, and is highly polluted with vehicle emissions. It is also in desperate need of shade.

There is a strong possibility that business on Abbeydale Road would be improved if it became a tree-lined street. Also, research has shown that areas with trees have lower crime and anti-social behaviour rates.

The distance from Highfield Library to the Millhouses junction is approximately 2,900 metres. If trees

However, within the programme it is also planned to plant an additional 600 highway trees. We are preparing for conversations with the wider public and stakeholders, including Sheffield Tree Action Groups (STAG), about the future of highway tree management. I would not want to make commitments regarding specific locations ahead of this process concluding.

were planted approximately every 50 metres on both sides of the road, 116 trees could be planted.

Will you explore this scheme with Amey? There is no doubt many streets in other Wards where the same factors would apply where similar schemes would be beneficial to the people of Sheffield.

2. The Highways Act says nothing about need for straight kerbs and yet the Council has argued it is a legal requirement. Why?

The Highways Act is the statutory framework for managing all aspects of the highway, not a specification for works. The Streets Ahead specification seeks to put our legal obligations under the Highways Act into practice.
3. What provision of the Streets Ahead contract contains the specification of a straight kerb?

The Streets Ahead Performance Requirement document, available on the Sheffield City Council website.
4. What was the rationale for a stringent straight kerb specification that was written into the contract?

The rationale for the Streets Ahead specification is to achieve a high quality, safe and sustainable highway network.

Kerbs provide a clearly-defined edge to the carriageway, support the footway and direct the flow of water along the channels into drainage systems.
5. Will Council officers be investigating complaints from residents of the poor quality of the microsurfacing on Wath Road?

Yes; Sheffield City Council officers working with Amey investigate and respond to all complaints.
6. Will the Council assess the use of this method of resurfacing in light of complaints from residents on Wath Road and other streets?

As explained above in my answer to Councillor Smith, condition surveys are carried out each year to determine which roads require which treatment the following year. The type of treatment that each road receives depends on the severity of the deterioration present. Since the beginning of the contract a full range of treatments from microsurfacing, resurfacing and full reconstruction has always been available to ensure that the most appropriate treatment is used to improve the roads.

Microsurfacing is a valid treatment for prolonging the life of roads and will continue to play a part in the carriageway work programmes.

7. Amey manager, Nick Hetherington, admitted to residents of Albany Road that the road was “clearly in very bad condition” and “dangerous” but it would not be resurfaced until the ‘issue’ with the trees was resolved. Do you consider it acceptable to leave a road in a “dangerous” condition when Amey has shown it has the ability to work around trees?

This underlines the importance for residents across the city in all sides compromising to find a way forward on the issue of highway trees.

However, although Albany Road does require resurfacing, it is not currently assessed as ‘dangerous’. It will be regularly inspected and repaired so that it remains in a safe condition until resurfacing can take place.

Question of Councillor John Booker to Councillor Lewis Dagnall (Cabinet Member for Environment and Streetscene)

The A61 is the arterial route from north Sheffield into the city centre. At the point of writing (mid-July), the length of the grass on the verges and the central reservation is now at a ridiculous length. Any business person or people in general driving along this road would be forgiven for thinking that Sheffield had given up on looking after the city’s appearance. I have received much correspondence on this issue from local residents, asking when will the grass be cut?

The verges in question were cut during August.

Question of Councillor Alison Teal to Councillor Jayne Dunn (Cabinet Member for Education and Skills)

What safeguards are in place to manage the conflicts of interest that arise where senior managers of Learn Sheffield are also members of an academy trust?

The school system in Sheffield relies on collaboration from all school leaders and it's essential in Sheffield that we work together to meet the needs of children and young people.

There is a long tradition of people from all sections of our community supporting the governance of schools, sharing expertise, learning and best practice. Our education system depends on it and in the face of national policy potentially fragmenting our education system it's a strength in Sheffield that people are working together for our community.

The recent fair funding campaign is an example of this, where the Council and all schools have come together, whether they are primary, secondary or special schools and whether they are academies or maintained to challenge the lack of funding for Sheffield schools. This has also involved Learn Sheffield working in the interests of all schools.

Both academies and maintained schools are open to scrutiny through governance involving wider representation and this is a positive aspect of collaborative working in Sheffield – it demonstrates connection to the wider community. Any potential for conflict of interest is managed by the normal processes of transparency in governance (which is shared and discussed openly in all settings in the school sector) and appropriate reporting processes (which identify potential conflicts and step out of any discussions that would not be appropriate). We are all familiar with these governance processes.

All schools are members of Learn Sheffield and many governing bodies and trust boards ask for input on specific issues. When the role involves a Multi

Academy Trust, Learn Sheffield do not take a decision making role.

Learn Sheffield's internal governance includes two directors nominated by SCC (one member and one officer)



Questions of Councillor Martin Smith to Councillor Mazher Iqbal (Cabinet Member for Business and Investment)

1. With regards to inward investment to Sheffield:
  - (a) How does the Council measure and track it? The Council tracks inward investment by maintaining a pipeline document and recording activity on a CRM system.
  - (b) How does the Council report it? Via the Corporate reporting system and via the City Region to the Department for International Trade.
  - (c) How much was there in the last financial year? We secured 16 inward investment projects into Sheffield in 2017-18.
  - (d) What is the predicted increase in Business Rates income from that investment? It is not possible to accurately predict new business rates arising from investment because often, investors move into facilities in respect of which landlords are already paying some business rates. [However, in one recent case, a significant investor taking on a new facility will generate almost £1m annually for the duration of the lease.]
  - (e) What is the predicted impact of Brexit on inward investment to Sheffield? Between 2015-2017 the UK saw a 17% reduction in inward investment projects and a 40% reduction in capital inflows. Although we have experienced 1 or 2 European projects being mothballed pending the outcome of Brexit, we have seen no significant downturn in enquiries and projects.
2. Approximately how many businesses have relocated to Sheffield in the last three years? We have worked with 31 businesses to establish a presence in Sheffield in the last 3 financial years.
3. Approximately how many businesses have relocated their headquarters to Sheffield in the last three years? Of the 31 businesses detailed in 2). above, we are aware that 5 of these businesses relocated their headquarters to Sheffield in the last 3 years.

Questions of Councillor Kaltum Rivers to Councillor Mary Lea (Cabinet Member for Culture, Parks and Leisure)

1. What audits have the Council obtained or carried out in relation to access for disabled people to Sheffield's parks and open spaces?

Audits in relation specifically to access for disabled people are not carried out. However, every site is subject to an assessment against the Sheffield Quality Standard. This quality standard is derived from the national Green Flag quality mark for Green and Open Spaces.

The Sheffield Standard requires sites to be assessed against a number of criteria. Part of this assessment considers accessibility for all.

Where sites are not assessed as being assessable to people with disabilities or other groups such as older or very young people, then recommendations are made for improvement.

Due to allocated budgets, improvements are prioritised in terms of Health and Safety and immediate issues (such as safety of the site or replacing missing or worn equipment).

Whenever we have an opportunity to create new, or refurbish existing facilities, we endeavour to ensure they are accessible so that as many people as possible can enjoy Sheffield's green spaces.
2. Where are these audits located?

N/A – see above.
3. What grants, including lottery funding, have been recently applied for by the Council for libraries throughout Sheffield, including for renovation of the historic Central library?

Central Library  
Expression of Interest was submitted mid-August to Cultural Development Fund by Museums Sheffield and S1 Artspace at Park Hill to bring creative and digital sector professionals together with investors and businesses to create opportunities for economic growth driven by the cultural and creative industries. There could be potential to link into the Surrey Street building through Museums Sheffield and Sheffield's Libraries and

Archives, making our archives and collections available for digital exploration and commercial use. It is not anticipated that any of this funding will be used for capital refurbishment of the Central Library Building.

4. What specific funding sources have been applied to and what efforts have been made within Council budgets to retain and re-staff libraries with paid librarians?

With regard to funding please see answer above. The Council continues to support the volunteer led libraries through Grants, Library Management Systems, training and information and a volunteer co-ordinator.

Questions of Councillor Douglas Johnson to Councillor Mary Lea (Cabinet Member for Culture, Parks and Leisure)

1. Will you confirm or deny that proposals for a replacement Central Library at 1 Wellington Street are under consideration?

If 1 Wellington Street is the current pay and display car park, this site is not currently under consideration.

2. Which firm or firms of architects and/or other professionals have been engaged to prepare plans for this scheme?

As above no architects have been appointed to work up a scheme at 1 Wellington Street.

Questions of Councillor Douglas Johnson to Councillor Chris Peace (Cabinet Member for Health and Social Care)

What steps is the Council taking to ensure that:

1. All meetings of the Health and Wellbeing Board are held in public;

Whilst it is a committee of the Council, the Health and Wellbeing Board (HWBB) is a joint forum of the Clinical Commissioning Group (CCG) and the Council, thus decisions are a joint matter.

However, we want to ensure that meetings of the HWBB are transparent and open to the public and as such it has been agreed to increase the frequency of the Health and Wellbeing Board meetings beyond the minimum requirement of 2 a year. The Board will now hold 4 meetings in public a year, double the previously held 2 meetings a year.

The HWBB steering group are to give active consideration to increasing the frequency of meetings in public. Historically the HWBB holds strategy meetings but these have not been in public, however, we are committed to looking at the possibility of doing so, and this has been accepted by the Board. As such, through the steering group, the co-chairs will give active consideration to the merits and demerits of strategy meetings being held in public. We will formalise this through a public health and wellbeing board when we next review the terms of reference (likely late 2018).

2. Minutes and agendas of the Health and Wellbeing Board are published; and

Minutes and agenda of the HWBB are published -

<http://democracy.sheffield.gov.uk/ieListMeetings.aspx?CommitteId=366>

The co-chairs have agreed that minutes and agendas of the HWBB strategy group should be published on a website. Officers are working on this now.

3. Membership of the Health and Wellbeing Board is opened to opposition Members, as other Councils, such as Bradford, do?

This is a question that should be considered as part of the next Terms of Reference review.

Currently the Membership of the Health and Wellbeing Board consists of local GPs, Cabinet Members, a representative of Sheffield citizens, and senior managers in the NHS and the local authority.

Opposition members have many means of scrutinising the work of the Board such as the Healthier Communities and Adult Social Care Scrutiny and Policy Development Committee and Full Council which you have exercised through this question

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