

CITY COUNCIL MEETING – 20TH JULY 2022

RESOLUTIONS PASSED AT THE MEETING

1. **GUARANTEEING NO MORE BUS SERVICE CUTS AND NO MORE FARE INCREASES**

RESOLVED: That this Council:-

- (a) is hugely disappointed at the cancellation of a number of bus services in Sheffield coming at the end of this month;
- (b) believes that the further cuts to come in the Autumn will devastate Sheffield's public transport system, making many people's lives much harder as they will struggle to get around our city;
- (c) believes that the Sheffield Bus Partnership has failed the citizens of Sheffield by not improving services and keeping fares low, which has led to:-
 - (i) cuts to services available to the general public;
 - (ii) extortionate fare increases, forcing people to use their cars over public transport as a cheaper and more accessible option; and
 - (iii) a lack of public confidence in the reliability of the bus service, which is also contributing to decreasing passenger numbers; noting that punctuality of bus services has reduced, down to 83% from 87% over the past five years, whilst reliability is at its lowest rate in years;
- (d) is concerned that increased car use will add to air pollution in the city centre if fewer people are using more energy efficient bus services and that cuts to bus services are preventing people from getting to work, school, running errands and attending medical appointments;
- (e) further notes that London, which was not subject to bus deregulation in 1986, has seen decade upon decade increases in bus patronage and mileage;
- (f) notes that, under the Bus Services Act 2017, the South Yorkshire Mayoral Combined Authority has the power to enact bus franchising and that this was agreed in the original 2015 Sheffield devolution deal;
- (g) believes that bus franchising will be a long-term solution to these problems, allowing bus operators and local authorities to work collaboratively to improve bus services and realise untapped growth potentials in regional and rural areas;
- (h) resolves to:-

- (i) call on the Council's and Regional Authority's leaderships to protect passengers from further fare increases, cuts to routes and unreliable services by using any available means, which could include, but not necessarily be limited to:-
 - (A) enlisting the full support of South Yorkshire Mayoral Combined Authority;
 - (B) an active media campaign; and
 - (C) a review of existing bus priority measures in order to deliver a more reliable, greener and efficient bus service;
 - (ii) support the introduction of a statutory bus quality contract in Sheffield; and
 - (iii) send copies of this motion to all the other parties to the Bus Partnership Agreement;
- (i) believes that alongside the strategic long-term problems with buses in our city there are a number of smaller, simpler issues that need to be resolved in order to give Sheffield the best possible bus and mass transit services, and these include:-
- (i) improving the accuracy of real time information signage at bus stops;
 - (ii) making sure every bus stop accurately identifies the buses that stop there, and has accurate timetables physically displayed; and
 - (iii) linking trams to buses at terminals as part of making sure that all of Sheffield's mass transit services link together to provide a properly integrated service;
- (j) notes that the Sheffield Bus Partnership was, effectively, the only option at the Council's disposal at the time to bring bus operators and transport authorities together, and that, for all of this Partnership's failings, it did deliver reduced fares and more local control over input into the routes and delivery of the bus operations than would have been achieved by simply doing nothing;
- (k) recalls comments by former Liberal Democrat Transport Minister, Norman Baker, "The Sheffield Bus Agreement is good news for the city and shows what can be achieved when local councils, bus operators and transport authorities work together for the benefit of passengers. This partnership will transform passengers' experience by making bus travel easier and cheaper" and recalls that the Liberal Democrats in government favoured pursuing the Bus Partnership Agreement, rather than providing local authorities with the means and finances to run their own services;
- (l) notes that the Bus Partnership Agreement is no longer in existence, having been replaced by the South Yorkshire Enhanced Partnership – which unlike the previous voluntary agreement has more statutory influence - and that this was only agreed in March 2022 and launched under the new Mayor in June 2022, bringing together

the new South Yorkshire Mayor, all South Yorkshire Local Authority Leaders, and representatives from bus operators;

- (m) notes that the process to begin franchising is underway, something councillors from across the chamber have called for, but that the process will take approximately 18 months and believes that at present the enhanced partnership is currently the best course of action available to influence bus operators, and that it would be a terrible decision for Sheffield to be the only local authority without a voice and influence within this partnership;
- (n) notes that bus operators are commercial companies and are not primarily there to provide a public service; and therefore believes in a need for public ownership and control of buses;
- (o) believes that public transport is an equality issue, as only 35% of the population in the bottom 10% of wealth own a car, whereas 93% of the top 10% own at least one; and
- (p) notes that Yorkshire and Humberside already gets only £500 per head of population spent on transport compared with £1,476 for London (in 2020/21) and believes that the Government cannot be serious about “levelling up” until it guarantees equal funding.

2.**SECURE, CONNECTED, RESPECTED NEIGHBOURHOODS**

RESOLVED: That this Council:-

- (a) notes, with shock and anger, that Sheffield's bus networks are beginning to be slashed this month, culminating in a third of services being decimated by October as the Government cuts funding and commercial operators withdraw;
- (b) believes our communities deserve a public transport system as good as in London, and yet despite the Government promising to deliver this (in their Levelling Up White Paper) they are now refusing to give our region the money or the powers to make this happen;
- (c) notes that South Yorkshire was given nothing in the latest round of bus funding from the Government, and believes it is simply not good enough to continue to under-fund our buses and limit people's opportunities to get to work, education, health services and for business growth, as well as failing to help us to tackle the climate emergency;
- (d) notes that Labour councillors have long called for bus franchising to be explored, and enacted the local bus partnership as this was the only option available to the Council at the time to help provide greater local control, but believes that this partnership, whilst helpful at the time, is no longer fit for purpose;
- (e) believes that one of the main issues all councillors and candidates encountered on the doorsteps during the local election was residents' concerns on the poor state of public transport, and we need to work cross-party to demand to the Government that South Yorkshire gets significantly improved funding and greater local control over the bus network, and commends the actions of recently elected South Yorkshire Mayor, Oliver Coppard, for his commitment to working alongside our region's councils, and doing everything he can to save as many services as possible;
- (f) believes that in order for Low Traffic Neighbourhoods and bus prioritisation lanes to be adopted successfully, and with public support, there needs to be a public transport offer that is fit for purpose;
- (g) believes that our communities deserve better and notes that there is a general sense within the country of a government failing to get to grips with the major issues that affect neighbourhoods – crime, connectivity, lack of opportunities, and the cost-of-living crisis;
- (h) notes with dismay the recent violent crime and serious incidents in the city and that, whilst the levers to fully address this reside with the Government, the Council must be steadfast in its prioritisation of community safety and doing everything we can locally;

- (i) notes that despite the challenging year-on-year budget position the Council is investing more in community safety measures such as community wardens, increased CCTV cameras, increased outreach work (including expanded youth services) and greater information sharing and ability to respond quickly to local issues via the Local Area Committees;
- (j) believes that the Council must do everything it can to help our partners respond to serious incidents, and that we need a city-wide protocol – bringing together our partners (such as the police, Police and Crime Commissioner, social services and the Voluntary and Community Sector), Council staff and councillors, so that information is shared and acted on more quickly, and to ensure that there is better communication with the affected neighbourhoods and communities;
- (k) resolves, therefore, to request that the Strategy and Resources Policy Committee should consider developing a clearly defined Community Safety Incident Protocol, within the next three months, and review the current community safety support structures;
- (l) notes that bus operators are commercial companies and are not primarily there to provide a public service; and therefore believes in a need for public ownership and control of buses;
- (m) believes that public transport is an equality issue, as only 35% of the population in the bottom 10% of wealth own a car, whereas 93% of the top 10% own at least one; and
- (n) notes that Yorkshire and Humberside already gets only £500 per head of population spent on transport compared with £1,476 for London (in 2020/21) and believes that the Government cannot be serious about “levelling up” until it guarantees equal funding.

3. PRIDE IN SHEFFIELD

RESOLVED: That this Council:-

- (a) wishes to thank the charitable and voluntary sector for the support they already provide to the LGBTQ+ community throughout the year;
- (b) reaffirms its commitment to keep all people safe in our City, no matter their gender or sexual identity, secularity, skin colour or disability;
- (c) notes the need to improve the safety of our LGBTQ+ community, noting that homophobic and transphobic violence is increasing and trans or non-binary Sheffields are especially at risk of violence, depression, self-harm, and suicide;
- (d) acknowledges the greater risk to LGBTQ+ people of colour, especially transgender women of colour;
- (e) believes that this Council's support for Sheffield's LGBTQ+ community should go well beyond painted rainbow crossings, and as such -
- (f) supports LGBTQ+ cultural events in Sheffield through:-
 - (i) Sheffield holding an annual Pride event going forward from 2022, as at present no such event is organised to take place, celebrating Sheffield's LGBTQ+ community, in a similar vein to Pinknic and Barnsley Pride;
 - (ii) acknowledging the importance of holding Pride events due to the heritage of Pride as a protest, and that there is still work to be done towards equality; and
 - (iii) supporting community groups involved in and facilitate spaces for dates across the LGBTQ+ calendar, including but not limited to Pride Month, LGBTQ+ History Month, Trans Day of Remembrance (TDOR), and International Day Against Homophobia, Biphobia and Transphobia (IDAHOBIT);
- (g) believes in the importance of how this Council's economic development work can support the LGBTQ+ community and support diverse business owners by asking the Economic Development and Skills Policy Committee to consider looking at starting consultation work with the LGBTQ+ community to develop an LGBTQ+ 'quarter' in Sheffield with the spaces LGBTQ+ people in Sheffield both want and need; and this should include:-
 - (i) supporting LGBTQ+ owned business, charities, nightlife and safe spaces in the same way other cities have done, including Manchester (Canal Street area), Birmingham (Hurst Street area) and Leeds (Freedom Quarter);

- (ii) taking into account the importance of non-alcoholic (dry spaces) and child friendly spaces in an LGBTQ+ quarter – with a desire for any such area to be fully inclusive, including for disabled people, and safe, with good street lighting among other considerations;
 - (iii) agreeing to the principle that any LGBTQ+ quarter shouldn't just be bars and clubs, noting the real problems of drug abuse and alcoholism in the community, for which this Council must support schemes that focus on harm reduction with these issues; and
 - (iv) looking at places such as Common Press in London and the Queer Emporium in Cardiff as examples of good practice of inclusive, diverse spaces;
- (h) expresses its disappointment that Sheffield's Gender Identity Clinic is only now starting to see appointments for those referred to them in 2018 and calls on the Government to do more to support these crucially important services for trans and non-binary people;
- (i) supports the health and wellbeing of LGBTQ+ Sheffielders by asking the Policy Committees, in considering Public Health functions, to have regard to:-
- (i) supporting existing and new spaces, clinics, and pop-up clinics that support LGBTQ+ Sheffielders' physical, mental, and sexual health;
 - (ii) providing information about sexual health, housing, and support for LGBTQ+ people, with specific information about support available for LGBTQ+ people of colour and those who are HIV+;
 - (iii) including information and support for those who have been sexually assaulted or experienced domestic violence as a result of their sexual or gender identity;
 - (iv) existing established health services needing to ensure staff are trained in supporting LGBTQ+ Sheffielders who have sadly gone through sexual assault or domestic violence as a result of their sexual and/or gender identity;
 - (v) investigating ways this Council can help the HIV+ community access support and the support around the wide variety of other issues faced by the LGBTQ+ community and raised within this motion; and
 - (vi) our belief that good services supporting young LGBTQ+ people, such as SAYiT, that provide them with a safe space and the ability to make lifelong friends in the community, are critical;
- (j) believes in supporting inclusive housing and LGBTQ+ Sheffielders who face homelessness, and that no one in Sheffield should be made homeless as a result of coming out or being rejected by their families by virtue of who they are,

and asks the Housing Policy Committee to consider investigating ways this Council can:-

- (i) help reduce homelessness in young LGBTQ+ people by supporting LGBTQ+ youth services, as well as providing information and support;
- (ii) give considerations for LGBTQ+ supported housing for older LGBTQ+ people in Sheffield, dependent on need, as has been done by councils such as Lambeth, as we look to expand our social housing stock; and
- (iii) continue supporting projects that help people that are homeless and/or rough sleeping in any way we can;

(k) believes that Sheffield Council, as an inclusive organisation:-

- (i) should include a gender-neutral toilet facility whenever possible in Council buildings, separate to disabled toilets so as to not impact or restrict on disabled toilet access for disabled people, with private and safe locking cubicles for all, and therefore asks the Strategy and Resources Policy Committee to consider this as and when they consider any policy or capital decisions on our corporate estate or future capital works;
- (ii) needs to advertise information on support that is already available to the LGBTQ+ community more, highlighting support services wherever they are available; and
- (iii) stands firmly against conversion therapy in all forms and is dismayed to see the Government excluding trans people from the ban on conversion therapy for Lesbian, Gay and Bisexual people, as well as using trans people as part of a culture war;

(l) (i) notes that the current climate for LGBT+ people in the UK means that nearly half - including 64 per cent of trans pupils - are bullied for being LGBT+ in Britain's schools;

(ii) further notes that the repeal of Section 28 was a pivotal moment for LGBT+ rights, and believes that the UK must never move backwards on LGBT+ rights by stopping LGBT+ inclusive education in schools;

(iii) notes that people of all faiths and none are LGBT+ and it is vital that all children receive age-appropriate inclusive relationships and sex education, regardless of their parents' beliefs;

(iv) welcomes the introduction of statutory Relationships Education and Relationships and Sex Education (RSE), which all primary and secondary schools in England are now required to teach; and

(v) affirms unequivocally its support for compulsory LGBT+ inclusive Relationships Education and Relationships and Sex Education in all state funded primary and secondary schools, and commits to ensuring that schools

are delivering RSE in line with new Government guidance, supported by teaching material already produced by Learn Sheffield;

- (m)
 - (i) calls on all employers in Sheffield to create workplaces free from LGBT+ harassment;
 - (ii) further notes that the TUC's report on sexual harassment of LGBT people in the workplace reports that nearly 7 in 10 (68%) LGBT+ people have been sexually harassed at work;
 - (iii) welcomes the vital work carried out by trade unions to organise LGBT+ workers in the workplace to campaign for their rights; and
 - (iv) affirms that workplaces that are trade unionised are more likely to support the human rights of workers;
- (n)
 - (i) notes that 2022 marks 40 years since the first cases of HIV were reported globally;
 - (ii) further notes the progress that had been made through the tireless and tenacious efforts of people affected by HIV, HIV activists, allies, and people living with HIV, which has taken us to the point where it is now scientifically possible to end new HIV transmissions in the UK;
 - (iii) affirms that this Council wants to see an end to new HIV transmissions in Sheffield;
 - (iv) notes that the UK Government has pledged to make this a reality by 2030 and achieve an 80% reduction in new HIV transmissions by 2025; and
 - (v) calls on the Government to make good on this promise; and
- (o)
 - (i) is disappointed by the divisive rhetoric used by candidates for the leadership of the Conservative Party and future Prime Minister when discussing transgender and non-binary people;
 - (ii) believes that this rhetoric fuels transphobia and prejudice against LGBT+ people; and
 - (iii) affirms that this Council unequivocally supports transgender and non-binary people.

4. EXPANDING ON-STREET ELECTRIC VEHICLE CHARGING INFRASTRUCTURE

RESOLVED: That this Council:-

- (a) believes that the mass uptake of Electric Vehicles (EVs) will depend on convenient and affordable charging infrastructure;
- (b) notes that EV ownership is skewed towards those with off-street parking (80% of EV owners have access to a driveway);
- (c) believes that we need to ensure that the 40% of households in this country that do not have access to off-street parking have ways to conveniently charge an EV;
- (d) notes that Sheffield currently does not have any on-street residential EV charging infrastructure;
- (e) further notes that with only 23.4 charging points in total per 100,000 people according to Department for Transport figures, Sheffield lags behind the national average of 45.8;
- (f) believes that in order to give confidence to more people without the ability to install a domestic charger that they will be able to conveniently fuel and run an EV, there is a need for substantial provision of publicly accessible charging at reasonable prices in residential areas, at workplaces and in the city centre and district centres;
- (g) recognises that there is a chicken and egg situation where it is often not initially financially viable for the private sector to invest in new infrastructure due to the limited EV ownership in areas that need this infrastructure;
- (h) believes that a partnership between Government, this Council and innovative private sector enterprise is the best way to develop our on-street EV charging network;
- (i) regrets the lack of government leadership so far in co-ordinating a national roll out of on-street charging, and believes there has been a lack of Council ambition hitherto in providing sufficient public charging to drive take up;
- (j) notes the work of other local authorities such as the London Borough of Lambeth in expanding on-street EV charging infrastructure across 11 council estates through a partnership with a private company;
- (k) requests the Transport, Regeneration and Climate Policy Committee to consider:-
 - (i) developing an EV charging strategy that outlines a vision for every household in Sheffield to be within walking distance of a public EV charging point;

- (ii) inviting businesses to Sheffield to explore innovative infrastructure solutions such as retractable chargers, as well as successful commercial models that maximise private sector investment;
 - (iii) learning from best practise in other places and finding innovative ways to overcome some of the practical and regulatory obstacles to on-street charging, recognising that different areas face different challenges, so that residents of all areas of Sheffield are able to run an electric vehicle (levelling up);
 - (iv) applying to the Government's On-Street Residential Chargepoint Scheme and/or the Local Electric Vehicle Infrastructure (LEVI) fund once this becomes fully available following national pilots;
 - (v) working collaboratively and collectively with neighbouring local authorities and the South Yorkshire Mayoral Combined Authority (SYMCA) where appropriate to take advantage of economies of scale, share knowledge and ensure our strategies are aligned, whilst recognising the differences between our respective areas; and
 - (vi) ensuring that energy available through such charging infrastructure whether developed and managed publicly or privately is made available at reasonable prices, covering the cost of energy and infrastructure investment, and where applicable a reasonable profit margin, ensuring that EVs remain generally considerably cheaper to fuel than internal combustion engine vehicles;
- (l) notes that the UK has only 15% of the charging points it needs to meet net zero – and believes that government inaction is creating a two-tier transport Britain;
 - (m) notes that in June 2021 Parliament's Select Committee on Climate Change, found that there needs to be over 150,000 public charging points operating in our country by 2025, and yet the Government is currently trailing way behind at around 42,000 public charging points overall, itself an increase of less than 20,000 in the last 12 months, therefore way off the target required;
 - (n) notes that the Council's Leader and Co-Chairs of the Transport, Regeneration and Climate Policy Committee are meeting with the Mayor and SYMCA to develop increased EV charging infrastructure, and the Council is currently developing an Electric Vehicle Strategy, which will be submitted to the Committee shortly, and will be bidding for the Local Electric Vehicle Infrastructure (LEVI) Fund for pilot status, with the scheme delivering additional public EV charging infrastructure;
 - (o) notes that whilst electric vehicles do address some issues of air quality, they do nothing to address congestion, road danger from vehicles, harmful emissions from tyres and brakes, and on-street vehicle storage;
 - (p) notes that ownership of any type of vehicle is skewed towards wealthier households, and believes that the Council should be prioritising its subsidies to those who can't afford to own a vehicle, and that, for greater transport equity, we must ensure that our EV policy fits within a wider transport objective of maximising

active travel and public transport usage, whilst minimising private vehicle usage, especially for routine and regular trips;

- (q) notes that EV ownership is even further skewed towards those with higher incomes who can afford electric vehicles;
- (r) believes that Sheffield streets already have issues with lack of space for car parking, limited footway space, illegal parking and congestion; and
- (s) therefore requests the Transport, Regeneration and Climate Policy Committee to give consideration to the following measures:-
 - (i) resisting any scheme that effectively reserves parking spaces outside people's homes, and instead supporting publicly available, high speed charging infrastructure;
 - (ii) proposing that policy should be to develop reliable public charge points in public car-parks, supermarkets, neighbourhood hubs and other publicly available spaces;
 - (iii) proposing that current Sheffield City Council EV charging points be made accessible to the public as well as to taxis, to increase usage and revenue generation;
 - (iv) proposing that the usual Pay & Display fees associated with Sheffield City Council car parks should apply to EV charging bays where appropriate, so that drivers pay for charging and parking concurrently, as is the case in other core cities; and
 - (v) proposing that the Council look to learn from other local authorities, e.g. York City Council, who are further down the road with the development of their EV policy.

5. UPDATES TO THE COUNCIL'S CONSTITUTION

RESOLVED: That this Council:-

- (a) approves the changes to the various Parts of the Constitution, as outlined in sections 3.1 and 3.2 of the report of the Director of Legal and Governance and as set out in appendices A to H; and
- (b) notes the minor and consequential changes to Part 3.3 of the Constitution that had been made by the Director of Legal and Governance, as outlined in section 3.3 of the report and as set out in appendices I and J.