

CITY OF SHEFFIELD

METROPOLITAN DISTRICT

MEETING OF THE CITY COUNCIL – 7TH FEBRUARY 2024

COPIES OF QUESTIONS AND ANSWERS THERETO

Questions of Councillor Marianne Elliott to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 How many billboards does the council own?

A.1 The Council doesn't own any advertising panels; we own the land that they have been installed on and charge a rental fee for use of the space. There are two commercial agreements in place – one for large format panels (billboards) with JCDecaux and one for small format panels (pavement columns) with Clear Channel.

Through our agreement with JCDecaux there are 17 large format panels.

Through our agreement with Clear Channel there are 129 small format panels.

Q.2 How many are digital and how many are paper?

A.2 JCDecaux have 8 digital panels and 9 paper panels currently installed.

Clear Channel have 58 digital panels and 71 paper panels – of these, 5 of the digital panels are currently in storage due to development works but will be reinstalled when these works are complete.

Q.3 Of the digital ones, who pays for the electricity?

A.3 The companies that own the panels pay for the electricity. There is no cost to SCC for this.

Additionally, the companies also pay for other installation (planning and capital) and operating (maintenance and cleaning) costs associated with the panels. The council benefits from the arrangements through rental income and through provision of some free of charge space on the panels for public information and campaigns provision.

Q.4 How much is the energy usage for all the digital billboards in total?

A.4 This is not information held by the Council. Both JCDecaux and Clear Channel use 100% renewable energy as part of their corporate sustainability commitments.

Q.5 How many don't have planning permission, like the one in the cycle route on Sheaf Street?

A.5 All large and small format panels have planning consent. When the current small format contract was let, a number of sites had hosted similarly-sized advertising panels from the previous incumbent. Where this was the case there was no requirement to reapply for planning consent when the new Clear Channel panels were installed: the previous planning consent transferred to the new panels. This is a routine practice.

Any new Clear Channel sites on different locations to the small format panels that were part of the previous contract, or ones where the media has changed from paper to digital are required to and have obtained planning permission.

There are no advertising panels which don't have planning consent, including the one you have referenced on Sheaf Street.

Questions of Councillor Simon Clement-Jones to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt) and the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)

Q.1 What did the original contract with SIV say about the maintenance of Beauchief Abbey Barns?

A.1 The repair clause for Beauchief Barns requires the Lessee "at all times to keep in good and tenantable repair the interior and exterior of the Buildings save that the Lessee shall not be required to undertake any work to any buildings erected on the *Blue Land* other than making good any damage caused by the Lessee, its servants or agents"

The barns are located in the *Blue Land* referred to in the contract and so Sheffield City Trust (SCT) as Lessee are only required to make good any damage caused by the Lessee, its employees, contractors, etc.

Q.2 What does/will the new contract say about the maintenance of the Beauchief Abbey Barns?

A.2 The procurement process for a new operator to run Beauchief Golf course and other leisure facilities is currently in progress. Once this work has progressed to preferred bidder stage, it will inform the terms of the new contracting arrangements. Officers will discuss any impacts/options in relation to Beauchief Barns with all relevant Councillors once a preferred bidder has been selected.

Q.3 What maintenance has been carried out on Beauchief Abbey Barns over the past 2 years?

A.3 Statutory compliance wire testing under Electrical Installation Condition Report (EICR).

Q.4 What is SIV going to do to make Beauchief Abbey Barns safe/stop them from deteriorating further?

A.4 A long-term solution for the barns will be agreed, as part of the procurement exercise which is underway to appoint a new operator. SCT are currently operating the golf course using alternative storage and there are no immediate plans to invest in remedial works at the Barns. The Barns have been fenced off to prevent access and SCT have been asked to ensure that signage is in place to warn members of the public of the dangers of entering the barns.

Q.5 Can local councillors see the surveyors report which said Beauchief Abbey Barns were in a dangerous state?

A.5 Sheffield City Trust through their maintenance company Coops, have sought the opinion of a consultant engineer who recommended that *'the barns should no longer be used as they are in a very poor state of repair (old age). We recommend they be locked, and perimeter fence (Heras or similar) be placed around them to prevent entry'*. To help inform next steps the Council are instructing a detailed structural report which will be shared with elected members once completed.

Questions of Councillor Mike Levery to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 What was the council's policy on empty homes prior to 2019?

In 2013, in response to changes in legislation put forward by the Government in 2012, the Council made several changes to how empty properties were dealt with for Council Tax purposes. These were:

- Removal of the 10% discount on second homes

- Ending the 12-month discount on empty homes in need repair and replacing this with a 12-month 25% discount
- Ending the 12-month exemption from Council Tax on empty unfurnished homes and replacing this with a 6-month 10% discount
- Increasing the Council Tax Liability, by applying a Long Term Empty Premium (LTEP) in respect of properties that had, for 2 years or more, been empty and substantially unfurnished, by 50%.

These changes remained in place until the financial year 2019/20 when the position on properties subject to a LTEP was amended by Council.

In 2019 the legislation changed to allow the LTEP to be applied, as follows:

- at 100% for properties empty and unfurnished for more than 2 years, effective from April 2019;
- at 200% for properties empty and unfurnished for between 5 and 10 years, effective from April 2020; and
- at 300% for properties empty and unfurnished for more than 10 years, effective April from 2021.

Q.2 How many empty properties by tax band (A to H) were there in 2018 prior to the introduction of the current policy?

A.2 It is not possible to provide historical figures of all empty properties from 2018. However, a written answer will be provided to you shortly, sharing the information that the council does hold.

Q.3 How many empty properties by tax band (A to H) were there in 2023?

A.3 There are currently 6,922 dwellings which are recorded as being empty and substantially unfurnished. However, currently the council is only allowed to charge a Long Term Empty Premium (LTEP) on properties which are empty for more than 2 years.

Properties which have been empty for fewer than 2 years currently account for the vast majority of empty properties – 6,028 dwellings in total, which equates to 86%.

However, on 19 February the Finance Committee is to consider applying the LTEP at 100% to properties empty and unfurnished for over 12 months, as well as on second homes. This is due to recent national legislative changes granting additional powers to councils.

The Chair of the Finance Committee, Cllr Zahira Naz, has been clear in her support for implementing these changes.

Q.4 How many properties in 2023 have been empty for up to 2 years, more than 2 and up to 5 years, more than 5 and up to 10 years, and above 10 years.

A.4 The table below shows current empty properties, by council tax band and length of time empty and substantially unfurnished.

No. of years empty and substantially unfurnished	Council Tax Band								Total
	A	B	C	D	E	F	G	H	
Fewer than 12 months	3137	669	451	167	62	27	24	0	4537
1 to 2 Years	827	344	186	67	41	15	11	0	1491
2 to 5 Years	420	83	31	22	10	12	0	2	580
5 to 10 Years	121	28	17	8	2	0	0	1	177
More than 10 years	183	12	6	1	1	2	1	1	207
								Total	6992

Question of Councillor Alexi Dimond to the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q. The Council’s communication with residents - including phone waiting times - was rated red as a risk in the Our Sheffield Delivery Plan 2022/23. What improvements have been made and what plans are in place for further improving the council’s communication with and responsiveness to residents communication?

A. A Customer Services Improvement Plan has been in place since late 2022, and performance - both in terms of the percentage of calls answered and call waiting times - has improved considerably and remained consistent for a number of months. The average waiting time from April 2023 to January 2024 was just over 13 minutes; this compares to average waiting times of 19 minutes 15 seconds in 2021-22 and 15 minutes 28 seconds in 2022-23

This improvement has been driven by a number of service improvements, including refreshing all scripts and advice information; reducing the number of telephony menu options; contributing to technological improvements to answer enquiries via other channels; the implementation of an online Repairs form to enable tenants to order repairs 24/7; tenants now being able to obtain rent balances online and through our telephony options; supporting staff with improved induction and service training; minimising vacancies through more fully recognising skills and improving staff retention with a new

Advanced Advisor role; and cross-skilling some members of staff to better resource seasonal demand peaks.

We are currently developing a Customer Experience Strategy for the Council that is due to be presented to Strategy and Resources Committee in March 2024. This strategy will kickstart the delivery of a Customer Experience transformation programme for the Council.

Whilst we have seen notable improvements in the Contact Centre, we know that there remains more to be done and a revised Contact Centre Improvement Plan will be delivered alongside this work. This Customer Experience transformation programme will deliver:

- A customer strategy for the Council that defines a cross-council ambition and approach for delivering improved customer experience and outcomes in the future.
- A customer model for the whole Council that sets out how the Council will put customers at the heart of everything we deliver across our channels and services with a more consistent and connected experience.
- Tangible improvements to customer contact and access in prioritised areas that will demonstrate how the experience will be different across the council in the future.

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

Q.1 Given the events since the last Full Council meeting on 6 December, the plethora of evidence submitted by South Africa as to a genocide taking place in Gaza, and given the interim ruling by the ICJ; would you now like to indicate whether or not you believe a genocide is taking place in Gaza? A simple yes or no will suffice.

A.1 Genocide is a complex legal term with a specific definition which is about the intentional destruction of a people. The full definition is set out in the UN Convention on the Prevention and Punishment of the Crime of Genocide.

In my answer to you in December, I set out that a full trial in an international court is necessary to determine what is and is not genocide.

A trial is now taking place and the International Court of Justice's interim judgement under the Genocide Convention on the situation in Gaza is an extremely significant ruling.

The ICJ's interim ruling does not yet give a verdict on this case, but it sets out urgent provisional measures that must be followed. It is imperative that

Israel must now comply with the orders of this ruling in full.

I join others in pressing for these orders to be implemented.

I have been clear throughout the conflict that justice and international law must be upheld. I reiterate that the loss of civilian life in Gaza and the humanitarian catastrophe that we now see is absolutely heartbreaking. Civilians must be protected, there needs to be a surge of humanitarian aid into Gaza and hostages must be released. The UK government should be doing all it can to secure a sustainable ceasefire and the restarting of peace talks.

I have also been clear that the words we use in this chamber and in all parts of public life matter. As such I think all members should be thoughtful about their use of language.

Q.2 What progress, before the recent terror attacks by Israel, has there been made by this Council in building interfaith dialogue over the last 5 years?

A.2 Sheffield is a diverse city with many faiths represented within our communities. Faith organisations and the work that they do enrich the lives of people right across Sheffield. Faith organisations also provide leadership and direction for many in the city and are an important part of the fabric of our leadership, particularly during times of crisis.

Established Interfaith structures, such as the Faith Leaders Group and the Religion and Belief Partnership already exist in the city. It has been recognised for some time that these structures were insufficient in scope and influence to support effective interfaith working and needed to reach wider within the faith community.

As such, the council has been working over the last year to support the development of a new Interfaith Covenant for the city. The Interfaith Covenant is being developed to gain the participation of a wider set of faith voices and develop new partnerships on matters of mutual interest. We hope that it will include regular Interfaith engagement meetings, consultations and a faith summit. Work with faith leaders continues and we hope to launch the Interfaith Covenant later this year.

Following recent events, the Chief Executive and other senior officers have met faith and community leaders to explore options for demonstrating solidarity with the victims of violence in the Middle East, reconciliation and rebuilding of trust. These discussions have been productive and led to an initial independently-mediated meeting of some faith leaders. A further mediated discussion is due to take place in the next few weeks, as a precursor to re-establishing even more effective interfaith structures for the city.

Questions of Councillor Mark Jones to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q.1 How many Council properties are thought to be affected by Black Mould?

A.1 I am told that, since 1st January 2023, 5,046 properties have reported new problems with damp and mould. The Council has completed work on 4,888 properties over the same period. As at 1st February 2024, the Council had 828 'live' damp and mould jobs in hand.

Q.2 What is the Council's criteria for rehousing residents if Black Mould is present within their property?

We do not rehouse tenants on a permanent basis due to damp and mould issues because we treat the problem in most cases around the customer while they remain at home. On rare occasions, we may need to provide temporary alternative accommodation (Decant to another Council property) until the remedial work has been completed, and the customer can return to their home.

The Council's adopted allocations policy is available at: <https://www.sheffieldpropertyshop.org.uk/Data/Pub/PublicWebsite/ImageLibrary/Allocation%20Policy.pdf>

Q.3 Has the Council explored the establishment of metrics to help guide the urgency of intervention with regards to Black Mould spore levels, including:

- (a) Identification of Black Mould species present?
- (b) Surface area coverage? A simple assessment of the extent of surface contamination.
- (c) Density of Spore presence by air testing? Determination of the number of areal spores and determination of the general level of Black Mould present.
- (d) Has the Council established a protocol for the release of properties for habitation following treatment for Mould? Important due to the risk of ongoing allergic reactions to residual Mould particles and their toxins.

A.3 At present, the Council does not prioritise work on the basis of the species of mould because it treats all incidences of damp and mould as a priority repair.

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

Q. In what ways has the Council used the Housing health and safety rating system to take action against landlords where households are at risk of cold; and specifically, how many landlords has the Council take action against for the municipal years: (i) 2018-19; (ii) 2019-20; (iii) 2020-21; (iv) 2021-22; (v) 2022-23; and (vi) the year in progress.

A. The table below set out the number of cases of excess cold over the years as requested. All these cases are closed and therefore the hazard has been resolved.

Year	No. Excess Cold
2022-23	40
2021-22	41
2020-21	19
2019-20	64
2018-19	61

Private Housing Standards would have taken an informal approach initially, in line with our current Intervention and Enforcement Policy. Where landlords did not comply informally, we would have progressed to formal enforcement. Specific formal action taken would include;

- Serving an Improvement Notice
- Prohibition Order
- Emergency Remedial Action
- Hazard Awareness
- Abatement Notice

Question of Councillor Fran Belbin to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

Q. North East LAC members have been informed that Housing Advisory Panels are to be piloted in our area, but with no consultation with residents or local members. Has the Housing Policy Committee considered the purpose and structure of Housing Advisory Panels?

A. The development of Housing Advisory Panels (HAPs) is part of the development of a wider Tenant and Leaseholder Engagement Strategy which was approved unanimously by the Housing Policy Committee in January this year.

The Housing Policy Committee have supported the development of that Strategy, including consultation with tenants on the development of the

Strategy which includes a Priority 'To engage effectively with local people and communities to improve what we do'.

The development of the HAP approach has taken place over the past 8 months in conjunction with both LAC officers and NE LAC Members, alongside learning from other authorities who already have similar local engagement approaches in place.

Initial discussions on the HAP pilot in the NE LAC area were held at the Firth Park and Burngreave Community Action Group (CAG) meetings in August 2023. This was followed by a more detailed discussion with NE LAC local members on 31st August 2023. I understand Members were happy to proceed with the pilot and asked questions, particularly around time commitments, grant awards and structure and organisation. Officers refined the pilot approach, and an updated HAP pilot proposal was re-presented to members at the NE LAC Members Meeting in January 2024. The aim of this meeting was to reach a consensus approach for the pilot with local members before publicising the opportunity for local tenants to get involved. Members requested further consultation work be undertaken with both tenants and local members to shape the HAP pilot before it commenced. Officers from the LAC and the Housing and Neighbourhoods Service have subsequently begun organising focus groups for tenants and councillors to attend.

Throughout the process of designing the HAPs, it has been repeatedly emphasised that its nature of a pilot makes it open to change dependent on feedback and functionality. The Housing Policy Committee are wholly committed to the collaborative design and delivery of effective engagement with tenants and leaseholders.

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

Q.1 What learning has been made following the roof on council homes in Lowedges blowing off in December, not being repaired and then blowing off again in January?

A.1 There were 3 blocks of flats (on Haslam Crescent) that were severely affected by the storms in late December 2023 / January 2024.

Following the storm in December, the Repairs Service made the roofs safe by removing any loose materials and debris from the 3 blocks, however the subsequent storm in January caused further damage to these roofs. With both storms following on from each other in a relatively short space of time, it is difficult to say what other actions could have taken place to safeguard the block roofs from the second storm. Nevertheless, and in retrospect, it would have been helpful to understand the cause of the roofs blowing off from a technical point of view after the first storm happened. This might have

aided putting in additional strengthening to these roofs in the immediate aftermath of the first storm in December.

I understand the roofs on these blocks were fitted, probably 10 to 15 years ago, which involved placing an additional roof over the original metal roof. Only the outer roof was dislodged, meaning that all homes remained watertight.

These blocks are already included in the next reroofing renewal programme which is currently being procured. This programme also includes a further 4 blocks of flats of the same type, 7 blocks in total on Haslam Crescent.

A condition survey of all 7 blocks' roofs at Haslam Crescent was undertaken and established that the extent of the damage to the roofs warranted bringing forward the works in a separate contract via a framework. Financial approval is already in place to replace these roofs as part of the proposed city-wide roofing project and therefore the funding is in place to carry out the work.

Q.2 If a tenant was to submit a routine repair today, how long would they likely wait for resolutions?

A.2 The average waiting time for a responsive repair is currently around 13 calendar days. Given the nature of roofing repairs, i.e. scaffolding being required, at present the average waiting time is around 68 calendar days.

Q.3 How many disrepair claims have been submitted in the last three months and to what cost for the Council?

A.3 We have received a total of 214 new disrepair court claims for the period 1st October to 31st December 2023.

It is not possible at this stage to provide a full cost for these specific claims as each one is defended on its own merit. The cost to the Council will depend on many things including whether the tenant has previously reported the repair work to us, how long any repair work has been outstanding and the extent of the impact on the tenant. In addition to this each property will have its own works order and the cost will vary for each case.

Q.4 What is the current number of outstanding and incomplete Council house repairs?

A.4 At 29th January 2024, the Council had 15,269 open responsive repairs and 10,460 open, longer term, planned repairs.

Q.5 How many void properties are currently awaiting repairs to be made fit to relet?

A.5 As at 29/1/24 there are 344 void properties awaiting repairs to be re-let.

Q.6 How much rent and council tax would the council have received, had these voids been occupied during the last quarter?

A.6 The average weekly rent is £94.39 on our properties and average weekly Council Tax is £27.70.

The average rent loss per void property is £1,133, so this equates to £390,000 in Rent loss and £114,000 in Council tax, totalling £504,000.

In context, the Council expected to receive £161.6 million in rents in 2023-24, so the cost of voids is about 0.3%.

Q.7 How many adults and children are currently in temporary accommodation? Please can you provide a breakdown of themes as to why they are in temporary accommodation?

A.7 There are currently 371 households in temporary accommodation - 264 families and 107 single people. This makes up 471 adults and 576 children in total.

There are currently 307 cases in bed and breakfast accommodation - 48 families and 259 singles. 351 adults and 135 children in total.

All placements are a result of homeless duties. The three main reasons for homeless presentations are domestic violence, having to leave family or friends' properties and eviction from private sector tenancies (section 21 notices).

Q.8 How many residents are on the housing register for council properties?

A.8 There are currently 23,493 housing applications on the register. Of these, 6032 are current SCC tenants.

Q.9 What was the average waiting time on the council house repair phone line before answering each month in the last 2 months? What was the longest wait? How many calls were disconnected before answering?

A.9 The average waiting time on the Council Housing Repairs phone line was 8 minutes and 10 seconds in December and 15 minutes and 17 seconds in January. The longest waits were 1 hour and 35 minutes in December and 1 hour and 37 minutes in January.

The decline in performance in January was due to large call numbers following the Christmas break.

There were 1,438 calls that were ended before they were answered in December. This rose to 3,823 calls in January for the same reasons as above.

Question of Councillor Tony Damms to the Chair of the Housing Policy Committee (Councillor Douglas Johnson)

- Q.** I was sad to hear of the death of Winnie Smith, scourge of Housing and champion of the tenant. In recognition of her long and valued service to the city, can we rename the Arbourthorne Community Centre in her honour?
- A.** This isn't something that has been considered by the Committee, but could be considered further by Officers, in line with Council policy, and only after consultation with the local community.

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

Q.1 When was the free city centre Wi-Fi contracted and implemented?

A.1 The answer is to be provided by the Chair of Waste and Street Scene Policy Committee (Councillor Joe Otten).

Q.2 On average, how many people use it per month?

A.2 The answer is to be provided by the Chair of Waste and Street Scene Policy Committee (Councillor Joe Otten).

Q.3 How much has the running and maintenance of the Wi-Fi cost Sheffield City Council since its implementation?

A.3 The answer is to be provided by the Chair of Waste and Street Scene Policy Committee (Councillor Joe Otten).

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

Q. ‘Kelham Island is currently not in the Clean Air Zone, you cannot access or exit Kelham Island except through the Clean Air Zone. Sheffield Tradespeople who have to work on Kelham Island have to pay the charge whilst have no intention of entering the clean air zone but can’t avoid it. Can this anomaly be looked at, so as not to penalise Sheffield trades people who want to do the right thing?’

A. Access to the area of Kelham to the south and west of River Don can be taken from A61 Penistone Road then Cornish Street or Dun without entering the Clean Air Charging Zone. Exit from the Kelham area if a driver wished to avoid the Clean Air Charging Zone would be via Cornish Street, Dixon Street and back out on to A61 Penistone Road.

We are continuously monitoring and making changes when needed, to reflect the opinions of residents and businesses, and exit improvements for motorised traffic were introduced in September 2023. The previous one-way entry into Kelham Island, via the Penistone Road Service Road north of Dixon Street, this was turned into a one-way exit point for motorised traffic to provide an alternate exit point west of Alma Street, vehicles can exit and travel north to avoid entering the Clean Air Zone.

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

- Q. Last year I asked the South Yorkshire Mayoral Authority why there are no bus shelters on Arundel Gate for buses running to the Ecclesall/Dore area.**

I was informed that ‘the installation of shelters in a footway requires approval from the local highway authority. SYMCA has been in dialogue with Sheffield City Council (SCC) to identify suitable locations for shelters at this location. However, SCC’s highways authority is unable to provide suitable locations until the outcome of an experimental traffic order consultation is known. This order saw the implementation of a bus gate on Arundel Gate on the 27th February 2023 for a period of six months.

The SYMCA is unable to install shelters at AG123 and AG124 until SCC implements a new highway and footway design.’

Please provide an update both on the designs and when bus users can expect to have bus shelters installed.

- A. The proposed highway improvement works on Arundel Gate near the O2 Arena have been delayed and this has been further compounded by a requirement to tie in with a developer’s proposals to improve the access/egress to the O2 Arena.**

Given the delays, we have met with SYMCA on site to agree the relocation of two bus stops which will enable us to install shelters that will not conflict with the proposed highway improvement works. These new bus shelters with real time information will be installed in late spring this year and SYMCA will notify bus users of the intended changes.

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

- Q.1 Was a full equalities impact assessment carried out when putting together the Local Plan?**

- A.1 As you may recall, there was a full Equalities Impact Assessment produced alongside the report to full Council on 14 December 2022 (EIA ref 1276). This was updated for the report to full Council on 06 September 2023 (EIA Ref 2257). This was endorsed by Full Council, including by Liberal Democrat councillors.**

For further clarity, a high-level Equality Impact Assessment was produced as part of an Integrated Impact Assessment which also covers Sustainability Appraisal, Strategic Environmental Assessment and Health Assessment. This is available on the Sheffield Plan Examination webpage – see Core Document 17. (see [017f5b_7f452745860348d9a5c06ce106fdb548.pdf](https://localplanservices.co.uk/017f5b_7f452745860348d9a5c06ce106fdb548.pdf) (localplanservices.co.uk)).

Q.2 Which groups/organisations did Sheffield City Council consult with for the local plan?

A.2 As you may recall, councillors of all parties were provided with this information ahead of a vote on this matter on 06 September, when the Plan was endorsed by Full Council.

For clarity, the full details of the groups and organisations that were consulted are set out in the Sheffield Plan Statement of Consultation: Appendix 2, Schedule 1. The Statement of Consultation is available on the Sheffield Plan Examination webpage – see Core Document 23 [017f5b_65251df642554e9aa4ad1f32cb9fad21.pdf](https://localplanservices.co.uk/017f5b_65251df642554e9aa4ad1f32cb9fad21.pdf) (localplanservices.co.uk)

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

Q. To ask the Transport, Regeneration and Climate Policy Committee urgently report back on their progress against the Renewable Energy Strategy proposed by Greens in November 2022's full Council meeting [PR1] ;

[PR1] Full Council is not able to ask/receive this type of report from a Policy Cttee. It is therefore proposed that this be removed from the Motion but instead would added as a Member question from Paul to the Chair of the Cttee.

A. We have secured Project Feasibility Fund revenue via SYMCA to commission a Local Area Energy Plan during 2024. A Local Area Energy Plan is a data driven process to undertake spatial planning of local energy systems, including renewable energy. The process will include stakeholder engagement and identifies the least cost pathway to the energy transition needed to achieve net zero targets.

The development of the Local Area Energy Plan is a key action within the emerging Energy Generation and Storage Decarbonisation Routemap that will be considered by the Transport, Regeneration and Climate Policy Committee in March.

There has been a delay to commissioning this work due to resource constraints resulting from a vacancy we've had in the team since May 2023. This position has recently been recruited to and the Officer will take up position in the next couple of months. In addition, we've also recently recruited to the new position of Assistant Director of Sustainability, which will create even greater capacity in the leadership and development of the key strategies we need.

We're also looking at the option to utilise some of the £3.5m Local Renewable Energy Fund to commission a renewable energy study of council owned land. Funding which was originally earmarked as part of a Labour budget amendment in 2022.

With regard to this fund, following audits of an initial tranche of sites, we're progressing the first 11 sites through to design stage for solar PV and LED lighting schemes.

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

Q.1 Can you update us on the progress made on the Active Travel Plan for the designated cycle route from Northern General Hospital to Childrens and Hallamshire hospitals?

A.1 To clarify there is currently no funding to develop a route between the Northern General Hospital and the Hallamshire/Childrens Hospital. However, through the City Region Sustainable Transport Settlement (CRSTS) we are developing options for an active travel route between the Northern General Hospital and the city centre. The funding will allow us to connect any route alignment chosen to existing infrastructure at the inner ring road. Separate to this there is a piece of work about to begin covering cross city active travel connections.

Q.2 Is the completion date for the Active Travel plan for this still to be summer 2024?

A.2 According to the submitted SCC IBC we will be looking to complete design work on the Northern General Route (as described in A1) by January 2025, with a full business case submitted to the funder (South Yorkshire Mayoral Combined Authority) in May 25, with the intention of start on site late summer 25.

Q.3 What direct engagement with stakeholders has taken place and who has been contacted?

- A.3 There have been workshops with key stakeholders to identify issues and opportunities. These include the Teaching Hospitals Trust, public transport operators and the relevant ward members. Committee members have also been given an introductory briefing.
- Q.4 What direct engagement has taken place with cyclists using the route?**
- A.4 The scheme has been discussed at the cycle forum, but as we develop plans there will be much greater public engagement.
- Q.5 How will the gap in the designated cycle route at Glossop Road be resolved for cyclists to allow them safe turning and access to the Hallamshire hospital? While we wait for the Active Travel Plan for this area to be completed and the plan implemented what measures are going to be put in place to improve this situation and help save lives?**
- A.5 Given the details required and the short timespan to provide answers, a full written response will be supplied.
- Q.6 Will this be a designated cycle crossing?**
- A.6 Given the details required and the short timespan to provide answers, a full written response will be supplied.
- Q.7 Cars turning suddenly and unexpectedly out of smaller roads put cyclists in danger every day while they are cycling along Glossop Road to work in Sheffield, at the hospitals or attend appointments at the Childrens, Charles Clifford, Weston Park and Hallamshire hospitals. Pedestrians are similarly affected at road junctions. While we are waiting for the Active Travel Plan what measures are going to be in place to improve this situation and help save lives and reduce injury?**
- A.7 Given the details required and the short timespan to provide answers, a full written response will be supplied.
- Q.8 Dutch style junctions where vehicles have to slow down before exiting a road have been proven to save lives and reduce the number of injuries caused by road vehicles. Will the TRC committee pilot a Dutch style junction scheme for the wide road junctions around the Hallamshire hospital, and apply for money to implement this when large scale funding comes up?**
- A.8 Given the details required and the short timespan to provide answers, a full written response will be supplied.

Q.9 Sheffield's child road death and injury statistics are the worst of any core city. 187 children (0-15 years of age) were killed on Sheffield's roads from 2018-22, a number of them walking or cycling to and from school and crossing junctions. There is extreme concern from parents in the Sharrow Vale area that children walking or cycling to the nearby Hunters Bar schools will be next to be added to those statistics. Will the TRC committee and officers work with me to put in place additional enforcement measures that will help to avoid this?

A.9 The statistic you have cited of 187 children being killed on Sheffield's roads is completely incorrect.

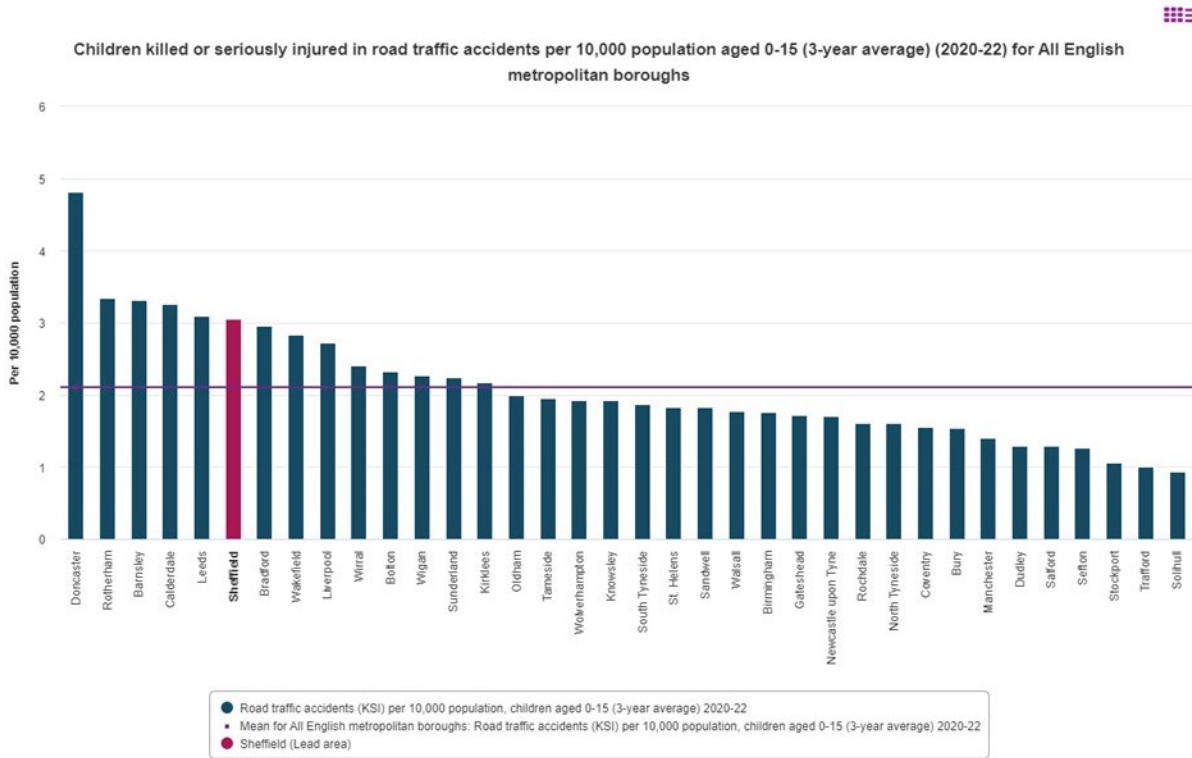
Over 2018-2022 road traffic collisions have resulted 2 fatalities over this period, both happening in 2018. However, one death or injury on our roads will always be too many.

There have also been 174 collisions that have resulted in serious injury over the same period.

Of the 176 involved over 2018-2022; 89 were pedestrian, and 19 were on a pedal cycle and 8 on a Motorcycle the rest were a vehicle occupant.

But I think it is important to stress that it is often difficult to make worthwhile comparisons between different locations in the country in relation to collision rates and risk. This is due to the many factors that make up each separate city or town and depends on things like demographics, population, road network, types of industry and Killed or Seriously Injured (KSI) reporting systems and methods.

However, the data represented on the graph below for 0–15-Year-old casualties clearly shows we are not the worst of all core cities. Clearly our ambition is to be much further down this list, and although we are seeing a decline in collision rates for this group, we still have much more to do to increase the speed of this improvement.



When data is presented in absolute terms it can be misleading, the data above outlines a more complete picture by using the population figures for locations such as Greater Manchester and the wider populous areas for each Core City.

However, it is clearly understood that the data represents people's lives, and a single person killed or seriously injured is one too many.

Earlier this year, SYSRP committed to Vision Zero - an international aspiration to end all deaths and serious injuries on our roads. This is part of our Road Safety Action Plan, and to achieve our vision in Sheffield, we will continue to work with our partners and develop and invest in our education, engineering, and enforcement programmes to ensure we are making our system as safe as possible.

Unfortunately, accidents will always happen but if our speed is appropriate, and we are not distracted, our vehicles are safe, and our roads are well maintained and engineered then we have the best possible chance of avoiding serious injury should a collision occur.

Q.10 219 cyclists were killed or seriously injured on Sheffield roads over the period 2018-22 and 372 pedestrians killed or seriously injured over that same period. Reducing the width of splayed junctions have been proven to save lives and reduce the number of injuries caused by road vehicles. Will the committee consider putting junction width reduction measures in place in Sheffield when large scale funding comes up?

- A.10 The figure you cite is not correct. As mentioned in the above answers there were two fatalities, in total, during this period.

Of the 176 involved in incidents (2018-2022) 89 were pedestrian, and 19 were on a pedal cycle and 8 on a Motorcycle the rest were a vehicle occupant.

When road safety projects are being planned, we do consider junction reduction measures, and will continue to do so. If large-scale funding becomes available, we will consider this as a possibility, but we will be led by what the data is saying.

- Q.11 Through the Environment Act 2021, every planning permission granted will require biodiversity net gain (BNG) of 10% from January 2024. How will this data be made available for the public to view in a simple, easy to read and understand form?**

- A.11 Final implementation dates have now been set, and the requirement for BNG will be introduced via the planning application process for major schemes in February 2024, and for smaller schemes in the Spring of this year. Information will be made available via the current public access system that already allows the public to view details with respect to planning applications.

- Q.12 Who will be responsible for making that data available?**

- A.12 Officers are currently considering the best way to collate and make all this data available, and this will include making use of the current public access system that already allows the public to view details with respect to planning applications.

- Q.13 What happened at the Market Tavern on Exchange Street during the months of December 2023 to January 2024?**

- A.13 The demolition of the Market Tavern wasn't a decision we took lightly, however, given the condition of the building I am advised we were left with no choice.

In December Sheffield City Council announced demolition work would need to take place on the Market Tavern building, on Exchange Street, after it was deemed unsafe.

While work was being carried out to remove asbestos from the building it was discovered that the building's chimneys were structurally unstable making access to the neighbouring Mudford Building unsafe.

While taking down the chimneys a further assessment of the former pub was carried out by Building Control and, unfortunately, the whole building was

deemed unsafe and required full demolition.

In January a meeting was held, involving members of Sheffield City Council and the relevant heritage groups, including Hallamshire Historic Building Society (HHBS), to discuss the plans for demolition. At the meeting a request that a second opinion was needed before the building could be demolished was made by HHBS. As a result of the request, it was agreed that demolition work would be halted until 12pm on Wednesday 10 January to facilitate this.

The council's initial belief was that the top turret on the building had collapsed under its own weight on the morning of 10th January.

New information has since come to light which shows the demolition company were instructed in error at 11:53am to continue with demolition. As a result of this order, our understanding is the turrets fell because of the recommenced demolition works.

As an organisation transparency is vital to us and wished to share this update with our residents and stakeholders as soon as it came to light.

Throughout the process I was keen for partners be kept fully informed. I am disappointed that this does not appear to have been the case and people have been provided inaccurate information. We will be writing to partners to apologise and will be launching an internal investigation to understand exactly what went wrong.

Q.14 Can we be provided with a detailed timetable that might begin to explain the whole sad and avoidable episode?

A.14 Please see above. This will now be subject to an internal investigation to understand exactly what went wrong.

Q.15 When will the Castlegate Conservation Area consultation be reinstated so that historic buildings in and around Castlegate and the Wicker can be protected?

A.15 This work is already underway. At the recent Castlegate Board, the issue of the conservation areas was raised, officers are currently reviewing where this work had progressed to and what needs to be done to now get this work forwards.

I will ask officers to provide you with an update when it is available.

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

Q. Why has the Council only reduced emissions by 3% since 2019?

A. Climate change is the defining crisis of our time and it is happening even more quickly than we feared. 2023 was the hottest year on record, with worsening extreme weather events across the world. With global greenhouse gas emissions at an all time high.

Sheffield is working hard to reduce its greenhouse gas emissions. There are many factors that are relevant to the levels of emissions reductions we are seeing in Sheffield and across the UK. These include the lack of funding accessible to local authorities in light of ongoing austerity, the increasing costs of delivering projects, government policy and finance.

We are working hard to ensure that as an organisation we are in a better position to reduce emissions more quickly, including improving our governance around climate, improving our data, and continuing with our six-year vehicle replacement scheme which prioritises moving vehicles to electric vehicles where possible.

The Council Climate Action Scorecards rank Sheffield 49th out of 180 so it is clear some good progress has been made. Sheffield Council scored an average of 42% compared to the national average of 36%.

We would like to do more – but we must recognise the financial constraints under which the Council operates.

Our housing contributes nearly 90% of the organisation's greenhouse gas emission. We did report a 27% reduction in emissions from our non-domestic estate and 32% reduction from our streetlighting, but with housing being such a substantial proportion of our emissions inventory, the reporting does not reflect the progress made in the other areas

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

Q.1 What is the percentage of households with cars by income group, in deciles?

A.1 There is a clear link between household income and household access to a vehicle both nationally and in Sheffield. Data from a 2018 ONS study provides the following information for the UK as a whole:

Income Group	Access to a car or van (%)
All households	78
Gross income decile group	
Lowest ten per cent	35
Second decile group	54
Third decile group	71
Fourth decile group	80
Fifth decile group	83
Sixth decile group	85
Seventh decile group	91
Eighth decile group	94
Ninth decile group	94
Highest ten per cent	93

¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/personalandhouseholdfinances/expenditure/datasets/percentageofhouseholdswithcarsbyincomegroupandhouseholdcompositionuktablea47>

Sheffield's Local Insight webpage provides easily accessible data from the 2021 census and shows that 29% of households in the city do not have access to a car or a van. Local Insight (communityinsight.org), this is higher than the national average.

The picture is varied but in some areas of the city centre, over 70% of households do not have access a car. Car ownership also tends to be lower in areas if Sheffield that we might expect to be less affluent including in the North, East and Southeast of the city, where anything between a third to as much as nearly half of all households may not have access to a car or van.

The percentage of households without a car falls below 10% in some of the most affluent areas of the city in the far West and more rural areas of the Northwest. However, it is important to note that it is not just inner-city areas with lower car ownership. In areas of Stocksbridge nearly 30% of households do not have access to a vehicle, in areas of High Green the figure is over 37% and in parts of Westfield and Batemoor it is as much as 50% of households.

It is also important to consider the number of households with access to just one car. Across Sheffield this is over 42%. This includes many working families with children. Even in some of the most affluent areas of the city, over 30% of households have access to just one car.

Q.2 What is the percentage of households with cars who are:

- (a) Single parents**
- (b) Pensioners**

- A.2 (a) Based on 2021 Census. In Sheffield, 61% of single parent households have access to a car or van.
- (b) Based on 2021 Census. In Sheffield, 40% of one person households aged 66 and over have access to a car.

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

Q. What is being done to address the lack of connectivity by public transport, and the amount of congestion, around Sheffield hospitals?

- A. Alongside the Active Travel scheme mentioned previously through the City Region Sustainable Transport Settlement, we are also developing a Public Transport scheme. We are exploring options that create better connectivity from the City Centre, to the Northern General Hospital and through to the Northern Communities of Firth Park, Ecclesfield, Chapeltown and High Green. We have been working closely with Bus operators from the outset to understand the issues/ delays experienced and we are expecting to start engaging with the public later this year.

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

Q. Why does the transport committee refuse to investigate a workplace parking levy, which would raise millions a year to fund public and active transport improvements which would benefit the city and reduce emissions, despite it being in the council's transport plan?

- A. The council are pursuing a range of measures to encourage people to make healthier, greener choices for travel. Our efforts are focused on the most positive of those options which include Low Traffic neighbourhoods and a range of active travel corridors including Sheaf Valley Cycle route.

The workplace parking levy risks adversely penalising the lowest paid workers during a cost-of-living crisis. It's important to bring people along with you if measures are to be effective and sustainable, our focus will remain on positive interventions.

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

Q.1 Since your Committee's decision to remove the modal filters at Archer Lane, vehicular traffic has increased by a significant magnitude on Bannerdale Road between the junctions of Abbeydale Road and Carterknowle Road. Given the dangers this increase in traffic now poses to the very young children who attend both schools, will you now agree with me that a zebra crossing is needed outside Holt House School (on Bannerdale Road, close to the junction of Abbeydale Road)?

A.1 Research across the country suggests that the implementation of active neighbourhood type interventions can sometimes have a beneficial impact on road traffic collisions, specifically the frequency and severity of them.

However, the report that the committee considered in making its decision included pre and post implementation comparisons of casualty numbers in an around the Nether Edge area between June and December in 2021 ('pre') versus June and December 2022 ('post'). You will be aware that the information available to date does not suggest the Nether Edge Active Neighbourhood project has had a significant impact on personal injury collisions. All but one of the pedestrian/cyclist casualties in 2022 were on Abbeydale Road. When asked about their perceived impact on the safety of walkers and cyclists the attitudinal survey responses were varied. However, more responses said there had been a negative impact on people's perception of safety of walkers and cyclists.

The delivery timescale for the SW bus corridor scheme means that the scope can't include the introduction of pedestrian crossings at every arm of this junction - we have looked at this junction in detail and there are significant problems posed due to the access/egress into the Church. These will not be resolved quickly, and we plan to undertake further community engagement in potential options to improve pedestrian crossing facilities with the local community.

There is currently an extended all red-light phase at this junction during school opening and closing times and this allows time for pedestrians to cross at this location. The times when all red phase is in operation are between 07.30am to 09.30am and 14.45pm to 15.45pm.

Q.2 The residents of Nether Edge Road and others around there have also had a significant increase in traffic, will you agree with me that this is down to removing the modal filter on Archer Lane? What will you do to ensure that pedestrians are not continually being put at risk due to this Committee's poor decisions?

A.2 We accept its re-opening will be a disappointment to those living in the immediate area for whom traffic was reduced. The decision taken by committee to re-open Archer Lane after the expiry of the trial closure was based on the full range of evidence available. The facts on the report state clearly that the closure of Archer Lane to motor vehicles has had the largest negative impact on perceptions of the scheme for all groups. For example, only 31% of residents felt positively towards the road closure, compared to 70% positivity for the Psalter Lane and 71% for Osborne Road crossings. The report indicates when people in Nether Edge and Sharrow (NES) were asked about perceived impact on the safety of walkers and cyclists of the Active Travel measures; more responses said there had been a negative impact on people's perception of safety of walkers and cyclists.

The report outlined that the information available to date did not suggest the Nether Edge Active Neighbourhood project has had a significant impact on personal injury collisions. All but one of the pedestrian/cyclist casualties are on Abbeydale Road and not Archer Lane.

Officers will continue to review the site and are looking at repeating the traffic counts in May/June 2024. Any future interventions will need to target the limited funding available and would be data led.

Questions of Councillor Angela Argenzio to the Chair of Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell) and Chair of the Waste and Streetscene Policy Committee (Councillor Joe Otten)

Some areas of my ward of Broomhill & Sharrow Vale, because of their geographical locations near shopping amenities, the hospitals or the universities are subject to quite heavy traffic and parking facilities are used to the max. Please could you provide information for the following three areas:

- Q.1 In the area between Botanical Road, Clarkehouse Road, Thompson Road and Ecclesall road (but excluding parking on the A625):
- (a) How many on road parking spaces are available?
 - (b) How many of these are residents parking only within certain hours?
 - (c) What are the restricted hours for residents only spaces?
 - (d) How many parking permits are currently issued to residents?
 - (e) How many (if any) properties have been issued with more than 2 permits?
 - (f) Are any permits to businesses or houses on Ecclesall road allocated to roads between Botanical roads and Thompson Road? If so, how many?
 - (g) How frequently (how often) is enforcement deployed to the area?

(h) How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?

A.1

Bay Type	Sum of Bays
Disabled Bay (DB)	2
DB Standard days: 00:00-00:00	2
Permit Holders and Permit Bay (PEB, PB)	53
PEB Standard days: Mon-Sat 08:00-20:30 PB Standard days: Mon-Sat 08:00-20:30 Max Stay: 2h	35
PEB Standard days: Mon-Sat 08:00-20:30 PB Standard days: Mon-Sat 08:00-20:30 Max Stay: 4h	18
Permit Holders Bay (PEB)	294
PEB Standard days: Mon-Sat 08:00-20:30	294
Total	349

Q2 In the area between Southgrove Road, Clarkehouse Road, Broomgrove Road and Ecclesall Road (but excluding parking on the A625):

- (a) How many on road parking spaces are available?
- (b) How many of these are residents parking only within certain hours?
- (c) What are the restricted hours for residents only spaces?
- (d) How many parking permits are currently issued to residents?
- (e) How many (if any) properties have been issues with more than 2 permits?
- (f) Are any permits to businesses or houses on Ecclesall road allocated to roads between Southgrove roads and Broomgrove Road? If so, how many?
- (g) How frequently (how often) is enforcement deployed to the area?
- (h) How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?

A.2

Bay Type	Sum of Bays
Permit Holders and Free Parking Bay (PEB, FB)	4
PEB Standard days: Mon-Fri 08:00-18:30 FB Standard days: Mon-Fri 08:00-18:30 Max Stay: 4h No Return: 4h	4
Permit Holders and Permit Bay (PEB, PB)	88
PEB Standard days: Mon-Fri 08:00-18:30	88

PB Standard days: Mon-Fri 08:00-18:30 Max Stay: 4h	
Permit Holders Bay (PEB)	88
PEB Standard days: Mon-Fri 08:00-18:30	88
Total	180

Q.3 In the area between Northumberland Road, Crookesmoor Road, Crookes Valley Road and Harcourt Road:

- (a) How many on road parking spaces are available?
- (b) How many of these are residents parking only within certain hours?
- (c) What are the restricted hours for residents only spaces?
- (d) How many parking permits are currently issued to residents?
- (e) How many (if any) properties have been issues with more than 2 permits?
- (f) How frequently (how often) is enforcement deployed to the area?
- (g) How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?

A.3

Bay Type	Sum of Bays
Disabled Bay (DB)	2
DB Standard days: 00:00-00:00	2
Pay & Display Bay (PB)	8
PB Standard days: Mon-Sat 08:00-18:30 Max Stay: 2h	8
Permit Holders and Permit Bay (PEB, PB)	74
PEB Standard days: Mon-Fri 08:00-18:30 PB Standard days: Mon-Fri 08:00-18:30 Max Stay: 2h	12
PEB Standard days: Mon-Fri 08:00-18:30 PB Standard days: Mon-Fri 08:00-18:30 Max Stay: 4h	34
PEB Standard days: Mon-Sat 08:00-18:30 PB Standard days: Mon-Sat 08:00-18:30 Max Stay: 4h	28
Permit Holders Bay (PEB)	148
PEB Standard days: Mon-Fri 08:00-18:30	43
PEB Standard days: Mon-Sat 08:00-18:30	105
Total	232

Q.4 What is your opinion regarding the need for people who own bicycles to be able to park and store their vehicles safely on the road?

A.4 I would agree that we need more spaces where people can park cycles securely to enable them to make healthier, greener travel choices. We have a programme to develop visitor cycle parking at key destinations and are working from a request list formulated from requests received through local area committees and directly by the transport team. In addition, we have a small amount of funding to develop on-site bike hangars for residential parking, 4 have been installed in Crookes/Walkley with 4 more to go in shortly. We have funding to implement a further 8 in the next 12 months.

Q.5 Would you agree that there should be parity of esteem when/if allowing people to use public space to park their vehicle (e.g. road verges) regardless of it being a motor vehicle or a bicycle?

A.5 I am generally supportive of cycle storage which complies with relevant regulations, Road verges are generally areas that we would expect to be covered in grass. As such the council wouldn't recommend that vehicles are parked on grass verges due to the damage that this creates. I am advised Cycle hangars require a level surface (tolerance is minimal), and ideally would be placed on the carriageway.

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

Q. Can you provide an update about plans to regenerate Parkwood Springs. How will community groups continue to be at the heart of the project as the council brings forward exciting plans to transform the area within my ward?

A. In November 2023, the City Council was provisionally awarded up to £19,389,336 for project Parkwood Springs as part of the third round of the Levelling Up Fund.

A validation process is underway with Government since the announcement, and it is anticipated that the award from Government will be confirmed in March 2024. Funding will have to be spent by March 2026 and as much work as possible to progress the project is being carried out in anticipation of confirmation of the funding.

Similar Governance arrangement to other LUF projects have been put in place and the Local MP Gill Furniss has agreed to Chair the Parkwood LUF Board and representatives from local groups will be invited to join.

The project will deliver necessary infrastructure and enabling works to unlock the full potential of Parkwood Springs as a 'country park in the city' – a valuable amenity for Sheffield communities, with leisure facilities of international standard and significance. The project will remediate a derelict site, create critical transport connections, and directly address the market failures that have previously thwarted the site's regeneration. Key benefits include the delivery of vital new green space for adjoining communities, encouragement of active travel, sport and outdoor activity, improved pride of place, and the creation of a major new cultural and leisure destination for Sheffield.

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

Q. Sheffield City Centre is on the up with new firms moving into office blocks and announcements about new retailers soon to be opening their doors. What can we expect Heart of the City to be like this summer?

A. Heart of the City is already the home to HSBC, CMS and CUBO, and new office occupiers include Henry Boot Construction at Issac House and DLA Piper at Elshaw House. Swedish fashion brands Monki and Weekday moved in to ground floor units in 2019 with Marmadukes cafe opening in early 2020 and Danish Homewares retailer Sostrene Green in July 2023. More recently leading Swedish fashion brand Fjällräven, and independent menswear retailer, Yards Store, are to open in Spring 2024 as will the even more recently announced Cream Store on the ground floor of Burgess House.

There are 52 new flats in Burgess House on Cross Burgess Street have been sold whilst Kangaroo works has completed adding a further 365 high-quality rental apartments.

Pounds Park has been opened which provides a high-quality public park in the City Centre which also provides important public space for all City Centre users including the growing number of new residents.

In total, 44% of the floorspace is now let, with a further 8 % at Heads of Terms stage and moving to be let. In addition, the new hotel is under a management agreement and adds a further 14% of floor space to this total, meaning a total of 64% of the floorspace has an agreed future user is being agreed. Further office and retail/Food & Beverage lettings are being negotiated and more announcements will follow this year.

The scheme's final phase will see the occupation of Bethel Chapel as a new music venue, and the former Henry's Wine Bar will become a new food hall and restaurant. At the same time Leah's Yard will open for independent

business and maker space. The former Gaumont building is being prepared for Leisure and Cultural uses. The new 154 bed Radisson Blu hotel on Pinstone street is also due to be completed in 2024. Finally, the new bike hub is on schedule to be open by the end of Spring 2024.

So, by the summer, there will be many more people working and living in Heart of the City and increasing opportunities for shopping and leisure, bringing more visitors to the city and providing many more facilities for people to come and enjoy the City Centre.

1.1.1 Two final development plots on either side of Pounds Park remain to be taken to the market for either residential or office/commercial use.

2.1.1 Running parallel to this work, the Agreement for Lease to bring the Coles building back into use by Urban Splash are progressing. A full update on the proposed agreement for lease of the Former Coles Building was provided to Strategy and Resources Policy Committee on 23rd December 2023.

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

Q. What ambition do you have to bring EV buses to Sheffield?

A. We would love to see EV buses in Sheffield. Operators are increasingly positive about these working in Sheffield with its' topographical challenges. But e-vehicles are considerably more expensive at the moment. There is some government assistance with that through the ZEBRA fund and SYMCA had some success with a bid in ZEBRA1. That will support a small number of e-buses to run the City Connect service. SYMCA has also bid into ZEBRA2 - outcome of which, has not yet been announced.

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

Q.1 Please can you let me know how many roads were repaired in 2023, broken down by month and by Ward (so for example, how many in Crookes and Crosspool for each month of the year, and for each other ward).

A.1 See below metre squared surfacing values for works undertaken at LAC level.

	Carriageways		Footways	
	2022/23	2023/24	2022/23	2023/24
South East	35,556	11,076	17,237	5,715
South	21,599	17,313	9,362	13,457
South West	59,255	28,140	9,052	6,167
Central	55,812	19,011	11,611	23,224
North	87,994	32,190	8,769	9,476
North East	57,783	14,623	15,136	17,807
East	58,349	53,294	22,195	12,649
	376,348	175,647	93,362	88,495

Q.2 Within Crookes and Crosspool, could you please provide a list of roads that were repaired more than once in 2023? And were there any roads where repair work was requested but has not been attended to within the last 12 months?

A.2 This is very detailed and officers unable to produce in this time frame. Could we suggest a meeting with Cllr Milsom to go through and provide the information direct?

Q.3 Please can you let me know how many gullies were cleared in 2023, broken down by month and ward (so for example, how many in Crookes and Crosspool for each month of the year, and for each other ward). I am aware of issues within recent years of gullies being blocked, largely due to fallen leaves.

A.3 As above.

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

Q. What analysis has there been of the effectiveness of the city centre pavement parking ban?

A. The City Centre Pavement Parking ban has been implemented in two stages covering different locations in the citycentre. Tranche 1 went live In October 2022 and tranche 2 only recently went live in December 2023. It's therefore too soon to draw conclusions as to the effectiveness of the introduction of Pavement Parking, however the numbers of PCN's issued are monitored monthly. The average number of PCN's issued per month is 16.

In addition, Parking Services recently launched an online reporting tool and the results from this reporting will be analysed to identify any areas of demand. The results around issues in city centre will be a useful guide to the impact of the pavement parking ban when monitored over time.

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

Q. Is it time for the council to reconsider its own responsibility through its licensing policy and its approach to the cumulative effect of allowing a series of 24-hour off-licence premises in the city centre?

A. Discussions have started in relation to the new Sheffield Alcohol Strategy and as part of that, the cumulative impact of licensed premises in areas of the city will be reviewed.

Officers will be engaging with Members as part of that process.

Questions of Councillor Angela Argenzio to the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten) and Chair of Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell)

Some areas of my ward of Broomhill & Sharrow Vale, because of their geographical locations near shopping amenities, the hospitals or the universities are subject to quite heavy traffic and parking facilities are used to the max. Please could you provide information for the following three areas:

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- (a) How many on road parking spaces are available?**
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- (c) What are the restricted hours for residents only spaces?**
- (d) How many parking permits are currently issued to residents?**
- (e) How many (if any) properties have been issued with more than 2 permits?**
- (f) Are any permits to businesses or houses on Ecclesall road allocated to roads between Botanical roads and Thompson Road? If so, how many?**
- (g) How frequently (how often) is enforcement deployed to the area?**
- (h) How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?**

A.1 It is important to note that Parking Permits are allocated to “zones” and are not for a street. The area between Botanical Road, Clarkehouse Road, Thompson Road and Ecclesall Road is in the Botanical Zone. This permit type is also allowed access to parking in the Sharrow Vale centre, Endcliffe and Stalker Lees zones. A permit holder therefore has much greater access to spaces than the ones provided for in this question. The figures relate to the specific question, but it needs to be noted this is not representative of the actual potential demand use in the areas identified.

- (a) There are 349 marked on street bays.**
- (b) There are 294 permit holder only bays.**
- (c) Restricted hours are Monday to Saturday 08:00 - 20:30.**
- (d) 289**
- (e) More time is required to provide this data, so will be sent in a written response.**
- (f) More time is required to provide this data, so will be sent in a written response.**
- (g) Enforcement is deployed daily Monday to Saturday to the permit areas along Ecclesall road. Variance in demand will impact on the frequency and length that officers spend on these specific streets.**
- (h) 173**

Q.2 In the area between Southgrove Road, Clarkehouse Road, Broomgrove Road and Ecclesall Road (but excluding parking on the A625):

- (a) How many on road parking spaces are available?**
- (b) How many of these are residents parking only within certain hours?**
- (c) What are the restricted hours for residents only spaces?**
- (d) How many parking permits are currently issued to residents?**

- (e) **How many (if any) properties have been issues with more than 2 permits?**
- (f) **Are any permits to businesses or houses on Ecclesall road allocated to roads between Southgrove roads and Broomgrove Road? If so, how many?**
- (g) **How frequently (how often) is enforcement deployed to the area?**
- (h) **How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?**

A.2 It is important to note that Parking Permits are allocated to “zones” and are not for a street. The area between Southgrove Road, Clarkehouse Road, Broomgrove Road and Ecclesall Road is split between the Broomhill Zone and Broomhall and Groves Zones. The Broomhall and Groves permit type is also allowed access to parking in Broomspring Lane car park. A permit holder therefore has much greater access to spaces than the ones provided for in this question. The figures relate to the specific question, but it needs to be noted this is not representative of the actual potential demand use in the areas identified.

- (a) There are 180 marked on street bays
- (b) There are 88 permit holder only bays, and a further 92 that can be used by permit holders and Pay & Display.
- (c) Restricted hours are Monday to Saturday 08:00 – 18:30.
- (d) 248
- (e) More time is required to provide this data, so will be sent in a written response.
- (f) More time is required to provide this data, so will be sent in a written response.
- (g) Enforcement is deployed daily Monday to Saturday to the permit areas. Variance in demand will impact on the frequency and length that officers spend on these specific streets.
- (h) 73

Q.3 In the area between Northumberland Road, Crookesmoor Road, Crookes Valley Road and Harcourt Road:

- (a) **How many on road parking spaces are available?**
- (b) **How many of these are residents parking only within certain hours?**
- (c) **What are the restricted hours for residents only spaces?**
- (d) **How many parking permits are currently issued to residents?**
- (e) **How many (if any) properties have been issues with more than 2 permits?**
- (f) **How frequently (how often) is enforcement deployed to the area?**
- (g) **How many fines were issued in the last municipal year to cars parked illegally in resident only spaces during the relevant hours?**

- A.3 It is important to note that Parking Permits are allocated to “zones” and are not for a street. The area between Northumberland Road, Crookesmoor Road, Crookes Valley Road and Harcourt Road is split between the Broomhill Zone and Crookesmoor Zone. A permit holder therefore has much greater access to spaces than the ones provided for in this question. The figures relate to the specific question, but it needs to be noted this is not representative of the actual potential demand use in the areas identified.
- (a) There are 232 marked on street bays.
 - (b) There are 148 permit holder only bays, and a further 74 that can be used by permit holders and Pay & Display.
 - (c) Restricted hours are Monday to Saturday 08:00 - 18:30.
 - (d) More time is required to provide this data, so will be sent in a written response.
 - (e) More time is required to provide this data, so will be sent in a written response.
 - (f) Enforcement is deployed daily Monday to Saturday to the permit areas. Variance in demand will impact on the frequency and length that officers spend on these specific streets.
 - (g) More time is required to provide this data, so will be sent in a written response.

Q.4 What is your opinion regarding the need for people who own bicycles to be able to park and store their vehicles safely on the road?

A.4 The answer is to be provided by the Chair of Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell).

Q.5 Would you agree that there should be parity of esteem when/if allowing people to use public space to park their vehicle (e.g. road verges) regardless of it being a motor vehicle or a bicycle?

A.5 The answer is to be provided by the Chair of Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell).

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

- Q. At least one Council - Broxbourne - manages pavement parking offences via a Public Spaces Protection Order. Will the Transport, Regeneration and Climate Policy Committee consider such a Public Spaces Protection Order for Sheffield
<https://broxbourne.gov.uk/environment/pu>.

- A. The Council has introduced a city centre pavement parking ban using existing highways powers. Further work would be needed to assess if a Public Spaces Protection Order would be suitable.

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

The recent wet weather has caused additional damage to roads already blighted by potholes.

Q.1 Would you please clarify how Amey is contracted to repair potholes?

- A.1 Highway defects are addressed on a risk-based approach in accordance with guidance in the code of practice Well-managed Highway Infrastructure. Factors such as depth or size of the defect and nature of the area it is located are taken into account. There are a number of performance requirements within the PFI contract which drive this.

Amey has a robust highway inspection schedule and identify defects for repair, as part of the reactive service. In addition they respond to reports logged by members of the public or officers of the Council.

As was reported to Waste and Street Scene Committee in September 2023, Amey have delivered consistently excellent performance in resolving Category 1 (the most serious) defects within the highway - these are potholes which are greater than 40mm in depth.

It is notable that during quarter 3 of 2023/24 which is the winter seasonal peak Amey achieved 99% quarter average for repairs to the most hazardous potholes being undertaken within 24 hours.

Amey have worked with SCC to deploy additional resources into addressing a backlog of lower category defects (potholes less than 40mm deep in carriageways and less than 20mm deep in footways), on an intensive programme to resolve these lower category defects before they develop into more serious defects over this current winter period.

In 2023, carriageway and footway resurfacing met planned levels over the year. The overall road condition in Sheffield continues to benchmark well against national figures, maintenance should be considered on only 2% of A roads and 3% of B and C roads in Sheffield. This is indicating a less favourable picture than last year, however, it still reflects an excellent condition of our highway network when benchmarked against other highway authorities.

Q.2 How many claims for damages caused by potholes, to persons and vehicles including cycles and motorbikes have been made to the council over the past few years?

A.2 All claims are handled by Amey as our PFI contractor, as the highway network is operated at their risk.

Q.3 How much has been paid out in compensation as a consequence?

A.3 Sheffield City Council do not pay out for such claims. All claims are handled by Amey as our PFI contractor, as the highway network is operated at their risk.

Q.4 Who is liable for the bill including officer time to administer the claims, the Council or Amey?

A.4 All claims are handled by Amey as our PFI contractor, as the highway network is operated at their risk.

Questions of Councillor Kurtis Crossland to the Chair of the Transport, Regeneration and Climate Policy Committee (Councillor Ben Miskell) – To be answered by the Chair of the Waste and Street Scene Policy Committee (Councillor Joe Otten)

Q.1 When was the free city centre Wi-Fi contracted and implemented?

A.1 Contract date was 21 November 2017, but implementation wasn't delivered on time and implementation was carried on in 2018/2019 in 2 phases with second phase complete in January 2019. Contract was for an initial 7 years so ends November 2024, but with possible 12 months extensions for up to 3 years – i.e. 7 + 1 +1 +1.

Q.2 On average, how many people use it per month?

A.2 Awaiting information from supplier (ICT team leading).

Q.3 How much has the running and maintenance of the Wi-Fi cost Sheffield City Council since its implementation?

A.3 The running and maintenance of the Wifi doesn't cost the Council anything it's a concession agreement. The supplier hosts their network on Council buildings in return for offering 30 minutes free Wi-Fi to the public.

Questions of Councillor Minesh Parekh to the Chair of the Adult Health and Social Care Policy Committee (Councillor Angela Argenzio)

Q. Please can you let me know what training link workers have to inform them about the potential and range of cultural activities available in the city, to better inform the scope of cultural prescribing?

A. Staff members working within communities and adult social care receive training in adopting a person-centred and strength-based approach to understanding the unique needs of the individuals they support. Consequently, this approach ensures that activities and support action plans are tailored to each individual's specific requirements.

In addition to this, a priority is to deliver culturally appropriate care and this being taken forward through implementation of our new care and wellbeing homecare contract, which goes live this year as well as engagement with social care providers to implement our Equalities, Diversity, Inclusion and Social Justice Plan which was agreed at Committee in December 2023.

The following resources and actions also support our approach:

1. Sheffield Directory: This directory provides information about available resources in the city, encompassing cultural venues, artists, cultural organisations, and upcoming events.
2. Social Media: Connected to local Facebook groups, which are used to discover new groups and activities available in their respective areas.
3. Internet Research: Routinely research organisations and activities within the city that may be suitable for the individuals they are assisting.
4. Networking Opportunities: We actively encourage building connections with local organisations, artists, and community leaders in the city. These networking efforts facilitate the establishment of relationships and partnerships that can result in more personalised recommendations for the individuals they support.
5. Shared Online Teams Resource: To expedite the exchange of information, new organisations and events are shared among the team via the Teams platform. Officers also contribute their knowledge and seek input from the collective regarding activities within the area.
6. Continuous Education: Recognising that cultural activities are constantly evolving; we emphasise the importance of ongoing education. We regularly provide updates, newsletters, and resources to keep our workers informed about new cultural opportunities and trends within the city.

7. Diversity in our Workforce: We actively promote the sharing of knowledge and seek advice wherever possible to ensure that our interactions are culturally appropriate.

Our overarching objective is to equip our work force with the knowledge and tools necessary to make well-informed cultural recommendations that align with the interests and needs of the individuals they serve.

Question of Councillor Minesh Parekh to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)

Q. Does the Council publish management plans for green spaces it owns or maintains in a format accessible to residents? If not, has the value of this been considered?

A. We produce management plans that are shared with the Green Flag Award Scheme and updated on an annual basis. We hope to publish these on the council website in the future. There are currently 16 Green Flag sites and a further 2 being submitted for 2024 (General Cemetery and Pound's Park). We are developing a template for a park plan that we will roll out for our recreational parks - prioritising city, then district followed by local sites. All of our sites are maintained to a plan that is within the Asset Management Data base - called Confirm, however this is not an easily accessible system for providing user-friendly site plans.

We have Woodland Design Plans for our urban and peak woodland estate. These overarching plans relate to our FSC (Forest Stewardship Council) accredited status and demonstrate that we are managing our woodlands in a responsible and sustainable way in accordance with the UK Woodland Assurance Standard (UKWAS).

The Sheffield and Rotherham Wildlife Trust who manage countryside sites such as Local Nature Reserves complete management plans which are publicly available. The Eastern Moors Partnership also complete management plans for leased sites in the Peak.

Beyond this external funding is sought to refresh existing or write new management plans for sites. We will always consult with the wider community when these opportunities arise.

Question of Councillor Douglas Johnson to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)

Q. What is the estimate of officer time that has been spent on developing a Public Space Protection Order (PSPO) over the last 12 months?

A. It is difficult to quantify as there are many officers, elected members and partners involved in the development process.

Questions of Councillor Simon Clement-Jones to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams) and the Leader of the Council and Chair of the Strategy and Resources Policy Committee (Councillor Tom Hunt)

Q.1 What did the original contract with SIV say about the maintenance of Beauchief Abbey Barns?

A.1 The repair clause for Beauchief Barns requires the Lessee “at all times to keep in good and tenantable repair the interior and exterior of the Buildings save that the Lessee shall not be required to undertake any work to any buildings erected on the Blue Land other than making good any damage caused by the Lessee, its servants or agents”

The barns are located in the Blue Land referred to and so SCT as Lessee are only required to make good any damage caused by the Lessee, its employees, contractors, etc.

Q.2 What does/will the new contract say about the maintenance of the Beauchief Abbey Barns?

A.2 The procurement process for a new operator to run Beauchief Golf course and other leisure facilities is currently in progress, once this work has progressed to preferred bidder stage, it will inform the terms of the new contracting arrangements. Officers will discuss any impacts/options in relation to Beauchief Barns with all relevant Councillors once a preferred bidder has been selected.

Q.3 What maintenance has been carried out on Beauchief Abbey Barns over the past 2 years?

A.3 Statutory compliance wire testing under EICH.

Q.4 What is SIV going to do to make Beauchief Abbey Barns safe/stop them from deteriorating further?

A.4 A long-term solution for the barns will be agreed as part of the procurement exercise which is underway to appoint a new operator. SCT are currently operating the golf course using alternative storage and there are no immediate plans to invest in remedial works at the Barns. The Barns have been fenced off to prevent access and SCT have been asked to ensure that signage is in place to warn members of the public of the dangers of entering the barns.

Q.5 Can local councillors see the surveyors report which said Beauchief Abbey Barns were in a dangerous state?

A.5 Sheffield City Trust through their maintenance company Coops, have sought the opinion of a consultant engineer who recommended that *'the barns should no longer be used as they are in a very poor state of repair (old age). We recommend they be locked, and perimeter fence (Heras or similar) be placed around them to prevent entry'*. To help inform next steps the Council are instructing a detailed structural report which will be shared with elected members once completed.

Questions of Councillor Richard Shaw to the Chair of the Communities, Parks and Leisure Policy Committee (Councillor Richard Williams)

Q.1 Have any inspections for the presence of RAAC been carried out in Sheffield City Council's Family centres? If so, which ones have been inspected?

A.1 No inspections have been carried out in Sheffield's Family Centres to date (see Q4 below).

Q.2 Has any RAAC been found in SCC's Family centres? If so, at which ones? What remedial actions have been taken or planned as a result?

A.2 Not applicable

Q.3 Have any inspections for the presence of RAAC been carried out in the cities' libraries? If so, which ones have been inspected?

A.3 No inspections have been carried out in the city's libraries to date (see Q4 below).

Q.4 Has any RAAC been found in our libraries? If so, at which ones? What remedial actions have been taken or planned as a result?

A.4 A report was presented to Strategy and Resources Policy Committee in October 2023 describing the strategy to identify, assess and manage Reinforced Autoclaved Aerated Concrete (RAAC) in the Council's estate, following national guidance. The report set out that, due to the estate's substantial size, the Council needed to adopt a coordinated, collaborative and prioritised approach across Council buildings.

The report described that the Council would assess all educational establishments as a priority and, once that was completed, the programme would:

“...then move to assess other Council buildings on the basis of usage, by vulnerable adults or young people for example, and footfall, highly used city centre premises for example”.

The report also set out that the entire surveying process is likely to take up to 12 months.

The initial piece of work to collate data across all Council buildings has been completed as expected. Detailed surveying work, following this data collation, has begun. To date 49 school sites have been surveyed including high priority education buildings. No RAAC has been identified. 11 school sites remain to be surveyed.

Question of Councillor Ann Woolhouse to the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith) and the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q. Can we have a breakdown of post -16 education provision by LAC?

The table below shows the breakdown of post 16 education provision by Local Area Committee.

School Name	Type	Ward Name	LAC
King Edward VII School	Secondary	Broomhill and Sharrow Vale	Central
UTC Sheffield City Centre	Secondary	City	Central
CTS Training	Independent learning provider	City	Central
Sheffield City Council	Local authority provider	City	Central
Freeman College	Independent specialist college	City	Central
Sheffield Hallam University	Higher education institution	City	Central
University of Sheffield	Higher education institution	Broomhill and Sharrow Vale	Central
Sheffield Park Academy	Secondary	Manor Castle	East
Seven Hills School	Special	Park and Arbourthorne	East
All Saints' Catholic High School	Secondary	Park and Arbourthorne	East
UTC Sheffield Olympic Legacy Park	Secondary	Darnall	East
The Sheffield College	General further education college	Park and Arbourthorne	East
Paces School for Conductive Education	Special	West Ecclesfield	North
Forge Valley School	Secondary	Stannington	North
Bradfield School	Secondary	Stannington	North
Chapelton Academy	16-19 free school	East Ecclesfield	North
Astrea Academy Sheffield	Secondary	Burngreave	North East
Longley Park Sixth Form Academy	16-19 academy converter	Firth Park	North East
Talbot Specialist School	Special	Graves Park	South
Meadowhead School Academy Trust	Secondary	Beauchief and Greenhill	South
Kenwood Academy	Special	Nether Edge and Sharrow	South
Becton School	Special	Beighton	South East
Bents Green School	Special	Ecclesall	South West
Tapton School	Secondary	Crookes and Crosspool	South West
Notre Dame High School	Secondary	Fulwood	South West

King Egbert School	Secondary	Dore and Totley	South West
Silverdale School	Secondary	Ecclesall	South West
High Storrs School	Secondary	Ecclesall	South West
Mercia School	Secondary	Ecclesall	South West

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

Q. How much of the adult education budget has been assigned to develop green skills such as retrofitting buildings, renewable energy and zero emission vehicle maintenance?

A. All AEB funding in Sheffield is commissioned by SYMCA. It is either grant funded (in the case of Sheffield City Council) or procured through independent providers.

AEB funding is categorised and monitored in specific SSAs (Subject Sector Areas) set by the DfE and green skills aren't explicitly identified as a discreet SSA. It is for the providers to specify the sector areas that they will deliver. As a result, delivery and assignment of the adult education budget is not measured in a way that would specifically demonstrate spend on green skills. Green skills cut across a range of Subject Sector Areas and are embedded across a wide range of curriculum areas and qualifications.

AEB grant funding to Sheffield City Council is used to support adults to develop basic skills, in order to engage those furthest from the labour market and increase confidence, key skills and as a stepping stone towards becoming economically active. Whilst SCC's focus is primarily on English language development, numeracy and digital skills as well as foundation level learning in health and social care and early years education, like all providers we integrate and embed environmental and the green agenda into our AEB courses. We do the same through our "Multiply" funding for numeracy courses, where we offer specific courses about our green environment, sustainability and energy saving in the context of numeracy and the cost of living crisis.

We also subcontract some of our AEB grant and although the focus here too is on developing basic skills we made a specific call in our 23/24 tender specification for providers offering green skills. The responses were limited but Construction Skills People were successful in being awarded a contract of £21,510 to deliver a certificate in *Introduction To Construction* which includes an *Award in Understanding Carbon Awareness and Energy Management* and an *Award in Environmental Awareness in Construction*.

On a wider note, there is an increasing focus on the use of AEB and other national and regional funding to enhance and support Sheffield's businesses and people so that they gain advantages and opportunities on the journey to net zero. We accept that Sheffield and the region are at the beginning of this

journey and are behind some other combined authorities and cities but specifically Sheffield is currently moving forward in the following areas:

- Sheffield College is already using its AEB allocation and other funding streams to deliver courses around electric vehicles, air source heat pumps and PV (solar) panel installation meeting PAS 2035 standards.
- The Sheffield College has also submitted a bid to SYMCA to deliver the Green Skills+ Programme (February to August 2024) via the AEB Innovation Fund and council officers have written a letter of support for this. This is an upskilling and knowledge transfer programme designed to engage Sheffield's businesses and residents in the green/net zero agenda. The AEB Innovation Fund has been specifically set up to allow for development of new skills programmes in the City and we are aware of and support providers in the City who are developing "green skills" applications for this fund.
- The South Yorkshire 23-24 Boot Camp programme had a significant proportion of its delivery dedicated to green skills to help people get into work – specifically around Retrofit
- Following the success of this programme, the 24-25 skills bootcamps have *increased* the allocation dedicated to green skills and the prospectus for 24-25 is currently out to procurement
- Construction Skills People also delivering a Retrofit Academy in the region which includes programmes that are AEB funded, Bootcamp funded and funded through FCFJ (Free Courses For Jobs).
- Sheffield Employment and Skills Advisory Board had a substantive agenda at their 1st February meeting and has agreed actions to co-ordinate and grow activity in this sector.

Question of Councillor Ann Woolhouse to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale) and the Chair of the Economic Development and Skills Policy Committee (Councillor Martin Smith)

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Tapton School	Secondary	Crookes and Crosspool	South West
Notre Dame High School	Secondary	Fulwood	South West
King Egbert School	Secondary	Dore and Totley	South West
Silverdale School	Secondary	Ecclesall	South West
High Storrs School	Secondary	Ecclesall	South West
Mercia School	Secondary	Ecclesall	South West

Question of Councillor Douglas Johnson to the Chair of the Education, Children and Families Policy Committee (Councillor Dawn Dale)

Q. What analysis or investigation has been carried out to identify the structural disadvantage facing children's access to secondary school places, in particular in relation to children living in City Ward whose only catchment schools are far away in the South West of Sheffield.

A. Catchment areas in Sheffield have been in place for a number of years. Schools in the southwest tend to have catchment areas that are wedge shaped i.e., drawn from the schools in the suburbs to the inner city. They were designed like this to address disadvantage and provide opportunity for inner city families to have access to schools in the southwest. Schools that have traditionally been perceived as "good schools". These schools then admit a balanced intake which would not be the case if the catchment boundaries were drawn in a circle around the schools. In fact, this would create disadvantage for families living in the inner city who have a long-standing relationship with schools in the southwest and an expectation of catchment status.

As new secondary schools have opened in Sheffield, catchment areas have developed across the city. Many now overlap therefore providing addresses with multiple catchment schools therefore extending their opportunities and choice of which schools to apply to.

Ultimately, parents are not restricted to applying to their catchment schools. Preferences can be expressed to any school they wish, and places allocated if there are sufficient spaces. Catchment areas are only used as part of the oversubscription criteria where a school is oversubscribed. Many schools do take in from outside of their catchment area.

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

Q.1 How much is the current foster carers allowance?

A.1 The information below shows the current fostering payments

2023/24 FOSTERING PAYMENTS

Weekly Fostering Allowances

Weekly Allowance	
Age	
0 to 4	£ 159.00
5 to 10	£ 175.00
11 to 15	£ 199.00
16+	£ 233.00

Age Banded Skill Fee (paid per child)			
	Age 0-4	Age 5-7	Age 8+
Level 1	£125	£150	£185
Level 2	£190	£190	£200
Level 3	£210	£210	£210

Disability Skill Payment	
Low	£20.00
Medium	£40.00
High	£60.00

16+ Allowance	
16 - 18	£35.00

Yearly Allowances

Birthday	
Age	
0 to 4	£130.00
5 to 10	£150.00
11 to 15	£220.00
16+	£270.00

Holiday	
Age	
0 to 4	£255.00
5 to 10	£290.00
11 to 15	£445.00
16+	£505.00

Cultural Celebration	
Age	
0 to 4	£130.00
5 to 10	£150.00
11 to 15	£220.00
16+	£270.00

Other Allowances

Clothing	
Age	
0 to 4	£100.00
5 to 10	£150.00
11 to 15	£200.00
16+	£250.00

Uniform	
Age	
5 to 11	£100.00
12 to 16	£175.00

Equipment Grant	
Under 3 years	£750.00 maximum
Over 3 years	£400.00 maximum

Mileage
45 pence per mile

Holiday and Support Care

Foster Carers Holiday and Support Care (Per Week) based on weekly allowance + age banded skill payment					
	0 to 4	5 to 7	8 to 10	11 to 15	16+
Level 1	£284.00	£325.00	£360.00	£384.00	£418.00
Level 2	£349.00	£365.00	£375.00	£399.00	£433.00
Level 3	£369.00	£385.00	£385.00	£409.00	£443.00

Family Support Care	
Age	P/W
0 to 4	£284.00
5 to 10	£300.00
11 to 15	£324.00
16 +	£358.00

Day Care (Upto 12 hrs)
£4.50 per hour

Short Break Day Care
£10.53 per hour

Short Breaks for Disabled Children Scheme (Per week) £637.00	Short Breaks Waking Nights (Per Week) £105.00
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Q.2 How many new carers have we recruited this year?

A.2 10 fully approved mainstream carers, with 6 more due at panel by the end of March 2024

Q.3 Has the allowance kept track with the increasing cost of living?

A.3 The allowance/child element of payments is set by government each year and adjusted in line with inflations. This year it has risen by 12.4% (National Minimum Allowance). in addition, a £250 one off payment given by Sheffield City Council to all carers in Autumn 2023. Next year it will rise by 6.85.

A review of Sheffield City Councils fostering payments is currently being reviewed for 2024/25 with an aim of reassuring foster carers that inflation will be considered and budgeted for every year.

Q.4 Can we follow the example set by Leeds City Council and by supporting carers, increasing the carers allowance to reflect the importance of this role by paying a living wage and so encouraging new recruits to come forward and ensure that our young people in crisis are cared for in a family home within their own city?

A.4 Sheffield offers a generous package of support to foster carers compared to neighbouring authorities. Research indicates that financial support is not the primary driver to motivate applications. We are currently working with partners across the city to improve our support offer to carers to ensure they are well-resourced, valued and supported.

Leeds approach is one which is being campaigned for nationally by Fostering network. It suggests foster carers are paid the equivalent of 40 hours of minimum wage a week, i.e. £416 a week (2023/4.)

You will note from the figures above than most of Sheffield Foster Carers who have one placement are already at or above this level. E.g. all carers who have a one child placed over 10 reach this threshold once allowance, skills payment and expenses are accounted. In line with current NMA (national minimum allowance) our current rates for carers who are caring for younger children and do not have a high level of fostering experience are currently lower. However, most carers do take more than one placement.

We are currently reviewing our approach

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

Q.1 How many children do we currently have the responsibility for transport to and from school and what methods do we use?

A.1 2,370 children are provided with Special Educational Needs (SEN) Transport, and there are a further 130 children whose families have a mileage-based payment to support them to make their own travel arrangements (as an alternative). SEN Transport is partly delivered by the council's in-house fleet, and partly by private operators.

In addition, we provide bus passes to 1,750 children (mainstream)

Q.2 How many children are taken to school in a private taxi?

A.2 1,149 children travel in private hire vehicles

Q.3 What is the average distance of each journey and what is the expected cost to the Authority this municipal year?

A.3 There is notable variation in individual journey lengths, especially when individuals are traveling outside of Sheffield. The existing method of recording distances, unfortunately, lacks the convenience required for the straightforward calculation of an average.

We will need to engage in manual computation to derive the average journey length and it would not only be time-intensive but also demand considerable resources as we have to go through 2370 individual pupils journey to work out an average.

Q.4 What is the criteria for an individual taxi journey?

A.4 Taxis are used for a variety of reasons, including locations not currently served by the SCC in-house fleet of minibuses, where an individual or small number of children travelling means a taxi is cheaper than a council minibus, or where an individual taxi is necessary due to the needs of the child. Use of the in-house fleet is the preferred means of transport, and taxis are only used when necessary.

Q.5 What avenues are being investigated to manage this cost?

A.5 Work underway includes:

- Feasibility of expanding the SCC in-house fleet;
- Review of the 100 most expensive journeys;

- Working with Impower (external consultants) and will develop/deliver travel and transport recommendations from this work;
- Working with SEMH providers to reduce the demand for single-occupancy taxis;
- Working with The Sheffield College to review the Post-16 Travel/Transport offer;
- Expanding the delivery of independent travel training (provides SEN students with key life-skills as part of Preparation for Adulthood, and reduces the need for transport);
- Engagement with SENDSARS panels to ensure we are looking at true costs of educational provision (including transport);
- Policy review underway following revised DfE guidance.

SHEFFIELD CITY COUNCIL

COUNCIL MEETING – 7TH FEBRUARY 2024

<p>ITEM OF BUSINESS NO. 6.2 – MEMBERS’ QUESTIONS ON THE DISCHARGE OF THE FUNCTIONS OF THE SOUTH YORKSHIRE JOINT AUTHORITIES AND MAYORAL COMBINED AUTHORITY</p>

QUESTIONS RELATING TO THE SOUTH YORKSHIRE MAYORAL COMBINED AUTHORITY TO BE ANSWERED AT THE MEETING BY THE COUNCIL’S REPRESENTATIVE ON THE COMBINED AUTHORITY (COUNCILLOR TOM HUNT)

Question from Councillor Douglas Johnson

What progress is being made to ensure SYMCA fully supports the development of Harmony Works, the excellent home for music education for children and young people in the city centre?

Answer from Councillor Tom Hunt

The Harmony Works project has been prioritised by SCC as part of a Programme Strategic Business Case for Gainshare investment. To progress this investment, SYMCA have been working with the team at Harmony Works to support the development of a business case to apply for £2m Gainshare funding. This is now in the assessment process. A decision on the business case is likely to be taken in the coming months through the MCA governance.

SYMCA and Mayor Oliver Coppard have also championed the Harmony Works scheme with national bodies and funders, and fully recognise the value of cultural and creative schemes to the region.

I will do everything I can to support SYMCA and the Mayor in our combined efforts to champion Harmony Works and the importance of other cultural schemes in Sheffield

Question from Councillor Glynis Chapman

I am continually sending messages about missing TM 55 Route buses from Mosborough. A vital link for people to the Crystal Peaks bus hub, shopping centre and the Super-tram network. I have sent messages direct to SYMCA and via the Members Casework system. To date I have had **only one** acknowledgement to my many messages, but no answer to my question.

On a presentation given by the SYMCA transport department we were told that the bus companies would not be paid for missing services. How is this monitored?

Answer from Councillor Tom Hunt

I have contacted SYMCA on your behalf and will ensure that a full response is provided.

SYMCA closely monitors the performance of bus companies, which includes monitoring missing services. Reporting data suggests that TM Travel's performance has turned a corner and is beginning to improve. SYMCA Transport Officers met TM Travel's management team in late January to review their rectification plans, with a view to resolving operational issues (and reinstating their lost Saturday service) no later than the start of April.

Questions from Councillor Ian Horner

1. Can Cllr Hunt detail what the Labour led MCA has done to try to alleviate the devastation caused by their Bus Cuts of November 2023?
2. Will Cllr Hunt reveal what steps the MCA is taking to deal with the reliability issues of the ageing original Tram fleet?
3. Is an order for new Trams for existing routes part of the proposed Tram Train expansion? Is that fully costed?

Answers from Councillor Tom Hunt

Question 1

Since bus de-regulation in the 1980s South Yorkshire's bus network has been run by private bus companies who choose when to run services, what services to keep going, and how much to charge for fares. When services are cut and passengers are let down, these are decisions taken by the private operators.

Nationally in 2022 the total number of miles driven by buses plummeted by 175 million compared to 2016, with over 1,000 services lost in the last year alone.

Meanwhile fares surged by 51%, almost twice as fast as wages since 2010 putting huge pressure on passengers. In addition, more than 15% of bus services have been cut in the last year alone across South Yorkshire. This is what a deregulated bus system looks like and it is why we are working to change it.

The MCA is currently going through an assessment process for a bus franchising scheme for Sheffield and South Yorkshire. This would bring regulation of our bus routes, frequencies, fares, and tickets under local public control, as Greater Manchester has done. We can't prejudge the decision, but this work is being done as quickly as possible.

In the case of Beighton, for instance, the 27-and 80 services were all run commercially by First (27) and Stagecoach (80). As you know, as private companies, we had no control over their routes and timetables for those services. When the 27-and 80 were all cut, SYMCA were able to step in to support those affected by the 27 cut, including service 29 that was cancelled.

Since the commercial cuts in October 2022, SYMCA has stepped in to fund the 21 service (operated on our behalf by Stagecoach) as a substitute for the 27 and 29 but SYMCA cannot replace both services on a like for like basis.

SYMCA was not immediately able to respond to the loss of the 80, as the same route is served by TM Travel's 30 service. By law, they would not have been able to fund a competitor service to that commercial route. This left some communities, include Southall, losing public transport options for those parts of the 80 route that the 30 didn't cover. However, since January 8th 2024, SYMCA have been able to fund an amendment to the 26 and 26a service to connect some of those communities that had been left out by private operators' decisions. Please do contact SYMCA to pass on your feedback about the services.

Question 2

On 14 November 2023, the MCA Board considered the Outline Business Case for tram fleet and infrastructure renewal. This Business Case will support the securing of renewal funding required for a full programme of renewals running to 2032, replacing all life-expired assets at a total cost of £596m.

£100m has already been allocated for immediate repairs and renewal as part of the 2021 City Region Sustainable Transport Settlement, and this includes a programme of refurbishing the existing tram fleet to allow it to remain operable until a wholesale fleet renewal programme is implemented.

In March 2024, the Supertram network will return to public control. At the MCA Board on 9 January 2024, the Board considered a Business Plan for South Yorkshire Future Trams Limited, a wholly-owned subsidiary of the MCA. Improving reliability, including through the ongoing programme of renewals, will be one of the company's key operational goals for 2024/25.

Question 3

The tram renewal Outline Business Case considers the current tram network only, including a new order of trams for the existing network.

The November 2023 MCA paper noted that a separate tram vision exercise would be undertaken to consider opportunities for extension. This work is being undertaken now.

Conversations are ongoing with the Department for Transport about opportunities to make more use of South Yorkshire's pioneering tram-train technology, including through the ongoing development of business cases as part of the Restoring Your Railways programme.

Questions from Councillor Brian Holmshaw

1. Are ward Councillors being engaged to identify potential sites in their areas to support for nature restoration as part of the South Yorkshire Region Local Nature Recovery Strategy?
2. Are community organisations being engaged and asked to identify potential sites to support for nature restoration as part of the Local Nature Recovery Strategy?
3. Please provide a list of the stakeholders that, on behalf of Sheffield City Council, the Combined Authority are working with on the Local Nature Recovery Strategy?
4. When will the Local Nature Recovery Strategy be publicly available to examine?
5. When will a draft be available for Sheffield city councillors to scrutinise?

Answers from Councillor Tom Hunt

Question 1

The local knowledge of ward councillors will be an important part of the development of the Local Nature Recovery Strategy (LNRS).

I am really keen to hear ideas from you and other local councillors. It would be great to hear your ideas about potential sites. I will ask that council officers make all councillors aware as to who they should contact and how they help shape the plans.

Within the formal process of the LNRS development, key milestones and consultation periods have been set out by SYMCA in order to fulfil the duties it holds as the Responsible Authority to DEFRA.

Sheffield City Council, alongside the other SY Local Authorities, Natural England and the Peak District National Park are known officially as 'Supporting Authorities'. Officers and external experts appointed to the Advisory Panel will be fully involved at all stages of the process - informing and shaping the strategy.

SYMCA is in the final stages of appointing consultants who will lead on the drafting of the LNRS, taking the lead in engagement events, mapping and building the robust evidence base to inform areas of ecological priority. Over the coming months the strategy will start to take shape, building on a lot of work we've already done through our policy and practical work. Drafting will be taking place over the summer.

Question 2

Yes, this will form a crucial part of the stakeholder engagement events that will take place in the first half of 2024. Exact details of events and ways to engage will be set out shortly by the successful organisation appointed to lead on this on behalf of

SYMCA and the supporting authorities. If you've got ideas for community organisations in your ward that should be engaged, please get in touch and I will ensure that their details are passed onto the relevant officers at SYMCA.

Question 3

SYMCA is currently working with Barnsley Metropolitan Borough Council, City of Doncaster Council, Rotherham Metropolitan Borough Council, Sheffield City Council, the Peak District National Park and Natural England. SYMCA's wider working group includes the Don Catchment River Trust, Sheffield and Rotherham Wildlife Trust, the Environment Agency and the Forestry Commission

Officers from SCC's Ecology, Planning and Parks and Countryside service sit on the 3 Working Groups that are involved with shaping the LNRS, alongside other organisations who have regional and environmental expertise such as the Don Catchment River Trust, Sheffield & Rotherham Wildlife Trust, Environment Agency, Forestry Commission. As a supporting Authority, SCC's Head of Planning sits on the Steering Group alongside the other Supporting Authorities.

Extensive stakeholder mapping has taken place which will be taken forward by the successful organisation leading on engagement in the coming months. In order for the LNRS to be a success, the groups to be engaged are varied and vast. They include landowners of all kinds, from all sectors with varied interests, businesses, ecological and environmental experts, local groups, members and NGOs.

Question 4

Based on the current timeline that has been provided by SYMCA a period of public consultation will take place between late September and early November 2024. The final Strategy will then be presented to the MCA Board in early 2025, however a general election may impact the timeline.

Question 5

As above, the public consultation will take place in late September and SCC councillors will be able to scrutinise the draft LNRS. We anticipate opportunities to share content from Members, particularly those on the relevant Policy Committee, in the lead up to this public consultation.

The Nature and Biodiversity Task and Finish Group within the Communities Parks and Leisure Policy Committee has held multiple sessions over the last 6 months, involving local partners and council officers from across the organisation. I hope the recommendations of this group will be shared with all councillors to learn more about what we are doing as a council to support nature recovery in the city - of which the LNRS plays a key role.

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