

Waste & Street Scene Policy Committee

**Wednesday 21 December 2022 at 2.00
pm**

**To be held in the Town Hall,
Pinstone Street, Sheffield, S1 2HH**

The Press and Public are Welcome to Attend

Membership

Councillor Joe Otten
Councillor Mike Chaplin
Councillor Alexi Dimond
Councillor Tim Huggan
Councillor Mark Jones
Councillor Nabeela Mowlana
Councillor Janet Ridler
Councillor Paul Turpin
Councillor Cliff Woodcraft

PUBLIC ACCESS TO THE MEETING

The Waste and Street Scene Policy Committee discusses and takes decisions on:

- Street Scene and Regulations
- Parking
- Emergency Planning
- Highway maintenance and management
- City Centre management
- Waste management
- Markets
- Regulatory licensing policy
- Environmental Protection

Meetings are chaired by Councillor Joe Otten.

A copy of the agenda and reports is available on the Council's website at www.sheffield.gov.uk. You may not be allowed to see some reports because they contain confidential information. These items are usually marked * on the agenda. Members of the public have the right to ask questions or submit petitions to Policy Committee meetings and recording is allowed under the direction of the Chair. Please see the [Council's webpage](#) or contact Democratic Services for further information regarding public questions and petitions and details of the Council's protocol on audio/visual recording and photography at council meetings.

Policy Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last on the agenda.

Meetings of the Policy Committee have to be held as physical meetings. If you would like to attend the meeting, please report to an Attendant in the Foyer at the Town Hall where you will be directed to the meeting room. However, it would be appreciated if you could register to attend, in advance of the meeting, by emailing committee@sheffield.gov.uk, as this will assist with the management of attendance at the meeting. The meeting rooms in the Town Hall have a limited capacity. We are unable to guarantee entrance to the meeting room for observers, as priority will be given to registered speakers and those that have registered to attend.

Alternatively, you can observe the meeting remotely by clicking on the 'view the webcast' link provided on the meeting page of the [website](#).

If you wish to attend a meeting and ask a question or present a petition, you must submit the question/petition in writing by 9.00 a.m. at least 2 clear working days in advance of the date of the meeting, by email to the following address: committee@sheffield.gov.uk.

In order to ensure safe access and to protect all attendees, you will be recommended to wear a face covering (unless you have an exemption) at all times

within the venue. Please do not attend the meeting if you have COVID-19 symptoms. It is also recommended that you undertake a Covid-19 Rapid Lateral Flow Test within two days of the meeting.

If you require any further information please email committee@sheffield.gov.uk.

FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms. Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

**WASTE & STREET SCENE POLICY COMMITTEE AGENDA
21 DECEMBER 2022**

Order of Business

- 1. Welcome and Housekeeping**
The Chair to welcome attendees to the meeting and outline basic housekeeping and fire safety arrangements.
- 2. Apologies for Absence**
- 3. Exclusion of Press and Public**
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest** (Pages 5 - 8)
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting** (Pages 9 - 20)
To approve the minutes of the last meeting of the Committee held on
- 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
- 7. Work Programme** (Pages 21 - 34)
Report of Director, Legal and Governance

Formal Decisions

- 8. Grass Verge Options, including Wildflower Planting and Community Funded Street Trees** (Pages 35 - 60)
Report of Director, Street Scene and Regulation
- 9. Amey Performance Review** (To Follow)
- 10. City Centre Street Food Markets policy and fees** (To Follow)

NOTE: The next meeting of Waste & Street Scene Policy Committee will be held on Wednesday 15 February 2023 at 2.00 pm

ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

If you are present at a meeting of the Council, of its Policy Committees, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must not:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

You **must**:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority –
 - under which goods or services are to be provided or works are to be executed; and
 - which has not been fully discharged.

- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) –
 - the landlord is your council or authority; and
 - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
 - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
 - (b) either -
 - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
 - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership).

You have a personal interest where –

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously.

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from David Hollis, Interim Director of Legal and Governance by emailing david.hollis@sheffield.gov.uk.

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Waste & Street Scene Policy Committee

Meeting held 23 November 2022

PRESENT: Councillors Joe Otten (Chair), Mike Chaplin (Deputy Chair), Alexi Dimond (Group Spokesperson), Tim Huggan, Mark Jones, Nabeela Mowlana, Janet Ridler and Cliff Woodcraft

1. APOLOGIES FOR ABSENCE

1.1 Apologies were received from Councillor Paul Turpin.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 **RESOLVED:** That the public and press be excluded from the meeting before discussion takes place on some of the appendices at items 8, 9 and 10 (item 7, 8 and 9 of the minutes) on the grounds that, if the public and press were present during the transaction of such business, there would be a disclosure to them of exempt information as described in paragraphs 3 and 5 of Schedule 12A to the Local Government Act 1972, as amended.

3. DECLARATIONS OF INTEREST

3.1 There were no formal declarations of interest made at the meeting.

4. MINUTES OF PREVIOUS MEETING

4.1 The minutes of the meeting of the Committee held on 23rd Nov were approved as a correct record.

5. PUBLIC QUESTIONS AND PETITIONS

5.1 Ibrar Hussain attended the Committee and presented the following petition:

We the licensed drivers in Sheffield ask policy committee as part of the policy review of PH vehicle's to remove any operator door signage as mandatory conditions.

We further ask that the policy committee further take steps to make sure good practice of TFL is adopted as a good practice.

Modern technology and use of Apps has now made unnecessary to have any such signs on any private vehicle's it's an unnecessary burden on driver now,

It's the responsibility of the private hire operator to decide or enforce if they so wish to have their signage on PHV, it's not the Council's responsibility nor

obligation to enforce PH operator signage on PH vehicle's. Your decision could be very difficult to defend if challenged to enforce third party signage on driver's,

On 23rd November 2022, furthermore, look into other issues that affect PH vehicle's

No Vehicle age limit, recent government consultation is heading towards this policy too, Emissions only policy if the vehicle passes the test, then it qualifies,

Only 1 test a year under ABC criteria rewarding good drivers looking after the vehicle,

Tinted window's as factory fitted standard only and no CCTV mandatory but Voluntary only.

Response:

The Chair thanked Ibrar Hussain for the petition.

5.2 Arshad Mahmood attended the Committee and asked the following questions:

*1. Do I follow crime prevention police officer's advise to remove valuables and vehicle door signage from my vehicle overnight when I finish my shift
OR*

2. Do I follow the licensing condition to have permanent door signage that has a greater potential/ risk for my vehicle to be broken into and damaged?

I am sure that anyone in my position would agree and follow the crime prevention police officer's advice.

Response:

The Chair explained that the door signage would be discussed later on in the meeting.

5.3 Afzal attended the Committee and asked the following questions:

1. What is the purpose/need for signage on PHV's?

2. Is this for public safety and if so, how exactly do the signs offer any safety to the public/customers?

3. Alternatively, are the signs for the benefit of council enforcement officers so that they can see which vehicles to target?

4. Finally, has the council actually carried out any public surveys which have determined that customers do require signs on PHV's?

Response:

The Chair explained that substantial answers and evidence could be found in Appendix I of the agenda papers.

5.4 Chloe Wilks attended the Committee and asked the following questions:

Removing signage is taking the power out of the customers hands they will have less control of their own safety and security.

Scared, anxious, confused – some words that were used to describe how one of our members with a learning disability feels when they can't find their taxi.

Taxis are an essential asset for vulnerable people to feel safe and it should be made as clear as possible to help everyone whatever their needs.

It is with all the above experiences and discussions in mind that I feel it essential to have clear signage for private hire vehicles and ask the committee to ensure that the policy is adopted and enforcement to display the specific logo of the operator with who the vehicle was booked is shown. Can the committee confirm this?

Response:

The Chair explained that the door signage would be discussed later on in the meeting and clarified that there is a proposal for door signage of specific operators to be made visible.

5.5 Nasar Raof attended the Committee and asked questions surrounding:

1. *No permanent signage on vehicles,*
2. *A4 sized signage.*
3. *Magnetic signage.*
4. *Clear, easy and simple to read signaage.*
5. *Company logo being optional due to multiple platforms.*
6. *Reducing crime.*
7. *Stoning and damage to vehicles.*

Response:

The Chair gave the following response:

The use of signage is for public safety. Information sought from Yorkshire Police states:

As a City Centre team we have not seen any such reporting or emerging threat regarding criminal damage towards PHV and as such I think the first question back to the GMB would be to provide incident numbers/investigation numbers etc etc.

There may also be the case of non-reporting of this crime type in which case clearly we will not have investigated due to being unaware.

I can only speak on behalf of the City Neighbourhood District, but this again is not something that has been raised at any meeting across the District I have attended as an issue or emerging threat.

Members of the public should rightly expect that licensees are appropriately trained and vetted in order to hold a licence. The safeguarding team do much work in helping to protect vulnerable customers and the Authority attend disability forums to provide updates and advice.

5.6 Paul Gosney attended the Committee and asked question surrounding:

Sheffield City Council & Operator signage has been recommended therefore I ask on behalf of the Private Hire trade in Sheffield that this remains with the primary focus being the safety of drivers & passengers.

Response:

The Chair explained that the door signage would be discussed later on in the meeting and explained that Appendix I contained views of drivers.

5.7 Lee Ward attended the Committee and asked the following questions:

1. *The introduction of all newly licensed vehicles as of January 2027 must be Zero Emission Capable. This is in contradiction to the already agreed Clean Air Zone which has an exemption for Euro 6 Diesel engines for our trade. We request that this change to the policy and all associated sections including the exceptional vehicle criteria be deferred for consideration until the next policy review that will give data that can be considered from the 4 years that the CAZ will have been operative.*
2. *The current age of vehicles is 5 years for first license and is being proposed that it is lowered to 4 years which we have concerns as explained previously regarding the current financial climate. Our vehicles are tested by SCC's own test centre to a very high standard even if the vehicle is brand new. We welcome the change to the policy regarding window tints. Can we confirm that glass fitted by manufacturers at the point of sale is now acceptable when a vehicle goes for its test as a new vehicle and as a renewal of its license please, because the wording is not very clear and seems to imply that factory fitted glass may only be used if the original glass has been damaged. Can we have confirmation that this will be voluntary and not mandatory?*
3. *CCTV, we ask that clarification is sought that CCTV remains voluntary in Sheffield because this section is written to imply that it will be made mandatory.*

Response:

The Chair explained that the Authority must take into account wider Council objectives, including the 10-point Plan for Climate Action – net zero by 2030. Working towards ZEC requirements for the private hire fleet will help to achieve this aim.

It was also explained that more details on this matter and viable options were explained in the report.

It was clarified that Members were going to consider an amendment in relation to lowering the age of the first license to 4 years.

It was stated that officers will hopefully be able to clarify on the matter of factory fitted glass when speaking on the report and that CCTV will remain voluntary within the current council policy but was stated that this could change in the future.

5.8 Barry Calder attended the Committee and asked the following questions:

1. *I would like to ask for the policy to ensure that people can book Taxis and PHV by telephone. I am asking this as there are a lot of disabled and older people that are not able to use the internet.*
2. *Can the policy contain a requirement that when disabled people make a phone booking they are treated with respect, and that the complaints procedure may be invoked if respect is not given?*
3. *Late night provision of Eurocabs. Can the policy ensure that a Eurocab is available to meet the last train of the evening at Midland Station?*

Response:

The Chair explained that the Council cannot mandate operators to provide a telephone booking service; their business model is that of an app-based service. However, the Authority is committed to improving provision for all and will work with disability groups and operators to try and help improve services.

A proposed condition of operators states that staff that take bookings and/or dispatch vehicles must be appropriately trained, including understanding different accessibility needs and requests.

Eurocabs are licensed as hackney carriage vehicles and therefore doesn't fall under the remit of the private hire policy.

James Martin attended the Committee and asked the following questions:

1. *Can the committee ensure a clause is added to section 7 Acceptance of Bookings to ensure all operators take a stake in providing a booking service for every citizen of Sheffield?*
2. *Can the term 'where possible' stated in section (g) be made clearer and more robust or removed from the wording?*

Response:

The Chair explained that Hackney Carriage vehicles, which make up the vast

majority of wheelchair accessible vehicles in Sheffield, are operated by self-employed licensees and the Authority cannot mandate these licensees undertake work for private hire operators. It was stated that whilst this could not be legislated immediately that it could be looked at in the future alongside other issues surrounding the questions.

Ibrar Hussain attended the Committee and presented the following petition:

1. *What consideration was given to dft recent consultation and its comment vehicle age limits based on emissions policy only?*
2. *Do you agree by introducing emissions policy we will have more zero emission vehicles and in enhance more clean air, both taxi trade will benefit and the city?*
3. *Why you did not consider emissions only policy now with zero emissions vehicles given, No age limit with immediate effect?*
4. *Why have you not mentioned in your report anything Additional test centres & Vehicle testing criteria which myself and many other people responded too as part of the consultation and made reference to new way to introduce ABC criteria by reward drivers etc.*

Response:

The Chair explained the DFT Best Practice Guidance is only guidance and does not intend to give a definitive statement of the law; any decisions made by a local authority remain a matter for that authority. Sheffield Licensing Authority has used vehicle age limits for a number of years, ensuring good quality vehicles are licensed and updated regularly.

Implementing an emissions policy may not result in an increase in the number of Zero Emission Vehicles; licensees may choose to purchase Euro 6 compliant diesel vehicles over hybrid and electric vehicles.

The Licensing Service is hoping to undertake work on testing arrangements in 2023.

6. WORK PROGRAMME

- 6.1 The Principal Democratic Services Officer introduced the item and drew the committees attention to the recommendations, additions and amendments and the future Work Programme to be agreed moving forwards.
- 6.1.1 The Chair noted that Sex Establishment policy was still on the December agenda and highlighted that it may be pushed back.
- 6.2 **RESOLVED UNANIMOUSLY:** That the Waste and Street Scene Policy Committee:-

1. That the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;

2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1; and
3. That Members give consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme.

7. FUTURE FOR THE PROVISION OF KENNELLING SERVICES

- 7.1 The Head of Environmental Regulation alongside the Service Manager for Projects and Improvement introduced the report which explained findings of the Kennelling Service Review 2022 and recommended a proposal that will achieve a sustainable future for the Kennelling Service and facilitate the Council's continued compliance of its statutory duties.

Under the proposed model:

- stray dogs will remain the direct responsibility of Sheffield City Council, with Council staff continuing to look after stray dogs on a day-to-day basis but in a facility provided by an external provider; and
- an external provider will be responsible for 'social services animals', including receiving and kennelling/boarding the animals, while providing the animals with adequate care.

The proposal will provide opportunities for:

- a better environment for our employees and animals in our care; and
- better value for money for taxpayers.

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

1. Approves the commissioning of an external provider, as set out in this Report including Appendix 1, that will provide: a) a dog kennelling facility for stray dogs; and b) dog kennelling and animal boarding services for 'social services animals'.
2. Where no current authority exists, delegates authority to the Executive Director, Operational Services, in consultation with the Director of Finance and Commercial Services, the Director of Legal and Governance and the Director of Human Resources and Customer Services to take such steps to achieve the aims and objectives as detailed and set out in this report.

7.3 **Reasons for Decision**

- 7.3.1 This recommendation follows an extensive review to determine the best way to achieve a sustainable, value for money future for the service. The recommended

option provides significant benefits, including the opportunity to secure:

- a much-improved working environment for staff
- a significant annual revenue saving for the Council
- an enhanced capital receipt for the Council, whilst supporting the delivery of the goals set out the City Centre Strategy
- improved animal welfare, through improved kennelling facilities and access to grounds for walking and exercising dogs

7.3.2 The Council has the opportunity to move to an innovative new way of delivering the Council’s statutory duties in relation to the Kennelling Service. Detailed work has determined that this is the most attractive option available to the Council to pursue. It is for these reasons that this proposal is recommended to the Committee.

7.4 **Alternatives Considered and Rejected**

7.4.1 Several other options were considered during the course of developing this proposal and these are outlined in the table below, alongside the reasons why they are not being recommended.

Option title	Description	Reasons this option is not recommended to be pursued
Status Quo	Continue to deliver the service from the Spring Street site	Some annual revenue savings could be achieved if the service was redesigned and continued to be delivered from the existing site. However, it would not be possible to achieve similar annual revenue savings to the recommended option, due to the constraints associated with lone working at the current site. Additionally the significant capital investment required at Spring Street, means that this is not a sound option. For these reasons this is not a recommended option.
Outsource	Seek a provider to offer full kennelling and boarding services on behalf of the Council	This option would be unlikely to result in the same level of savings as the recommended option, as Transfer of Undertakings (Protection of Employment) Regulations (TUPE) would likely apply.
Move to a new site owned by an external provider	Seek a provider to offer a site with a kennels and cattery only - under this option SCC would continue to have full responsibility	It would not be possible to achieve similar annual revenue savings to the recommended option, due to the constraints associated with lone working for this option. Additionally the soft market testing responses raised concerns about access to the service, due to the locations of the potential

	for the care of all animals	providers in the market. For these reasons this is not a recommended option.
Re-locate & re-build	Seek to retain inhouse delivery of the service but relocate and builds new kennels elsewhere in the City, either by refurbishing an existing building or building from new	This option was explored in the CAPITA report in 2018. At that time the Council's Capital Delivery Service provided an estimate to rebuild the kennels in accordance with the following requirements: - 20 dog kennels, plus a minimum required external area and car parking - Minimum required new build land area of 1,200m ² . The capital costs were estimated to be between £1.4m and £2.3m (depending on refurbishment or new build). It is likely that if this exercise were to be repeated now these cost estimates would increase, given increasing land values and the recent spike in the cost of building materials. Additionally, this option would be unlikely to achieve similar annual revenue savings to the recommended option, due to the constraints associated with lone working for this option. The costs associated with this option are unaffordable and for this reason this is not recommended.

8. PRIVATE HIRER OPERATOR AND VEHICLE LICENCE POLICY

8.1 The Licensing Service Manager and Licensing Strategy and Policy Officer introduced the report which sought approval of the Private Hire Operator and Vehicle Licence Policy. The policy provides information and guidance on:

- Applications
- Decision-making
- Enforcement

In providing a publicly available document, it allows:

- Transparency

- Accountability
- Consistency

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

- Adopt the Private Hire Operator vehicle licensing policy as set out in the report with the following amendments:
 - a. That the maximum age of the vehicle on first registration, at the point that the policy comes into force on the 1st February 2023, will be 5 years; and
 - b. That from the 1st of January 2025 it will be 4 years;
 - c. That from the point that the policy comes into force on the 1st February 2023, the maximum age of the vehicle at first registration, if the vehicle is Zero Emission Capable, is 7 years.
 - d. That the wording in the policy relating to front door signage be amended to '**securely**' attached in place of '**permanently**' attached.
 - e. That the wording in the policy relating to signage on the back doors is amended to refer to '**operator(s)**' in place of '**operator**', to allow for multiple operators to be shown on the signage.
 - f. Establish a Task and Finish group to carry out a piece of work on accessibility within the taxi trade/fleet, to include a particular focus on wheelchair accessible vehicles and space for storage of wheelchairs in none wheelchair accessible vehicles.
 - g. Request that officers evaluate the Policy in relation to the effectiveness of the signage 12 months after implementation.

8.3 **Reasons for Decision**

8.3.1 The Department for Transport recommends that licensing authorities make publicly available a cohesive policy document and to review this document every five years.

The licensing authority already has in place a Private Hire Operator and Vehicle Licence Policy document which has now been reviewed to take into account the recommendations in the Department for Transport 's Statutory Taxi and Private Hire Vehicle Standards.

The document is designed to:

- Provide individuals with a clear, consistent basis for submitting applications
- Provide a clear, consistent basis for determining licence applications
- Provide licensees with information on licensing requirements throughout the time they are licensed

It is recommended that Members approve the policy in order for the updated recommendations be implemented.

8.4 **Alternatives Considered and Rejected**

8.4.1 There are no alternative options under consideration.

9. BUDGET POSITION 2023/2024

9.1 The Director of Finance and Commercial services introduced the report which updated the Policy Committee on the progress of the 2023/24 budget process. The appendix contained specific budget proposals that the Committee were asked to endorse.

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

1. Note the update on the Council's 2023/24 budget position.
2. Endorse the budget proposals set out in the appendix.

9.3 Reasons for Decision

9.3.1 The Council is required by law to set a balanced budget each year. This report is pursuant to that objective and is in line with the process and timetable agreed by the Strategy and Resources Committee on 31 May 2022 and 5 July 2022.

9.4 Alternatives Considered and Rejected

9.4.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. No other alternatives were considered.

10. STREET TRADING RESOLUTION

10.1 The Head of Licensing introduced the report which set out a proposal to change the designation of streets in Sheffield City Centre from Consent Streets to Prohibited Streets and requests permission to commence the process to make that change starting with the publication of the Council's intention to pass a new resolution under the Local Government (Miscellaneous Provision) Act 1982.

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

1. Consider and agree to move forward the proposal to change the designation of streets in Sheffield City Centre from Consent Streets to Prohibited Streets; and
2. Approve the commencement of the process to make that change including the publication of a notice of the Council's intention to pass a new resolution under the Local Government (Miscellaneous Provisions) Act 1982, Schedule 4 to designate all streets within the City Centre (Inner Ring Road) as Prohibited Streets for the purpose of street trading.

10.3 Reasons for Decision

10.3.1 Moving forward with the proposals outlined in this Report will improve the on-street food trading offer across the city centre, providing more opportunities for local street food businesses (especially start-ups) and the creation of mini street food markets.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 The Council could maintain the status quo. However, in order to secure the benefits outlined in the Report this option is not recommended.

11. **REVENUE BUDGET MONITORING REPORT - MONTH 6**

- 11.1 The Director of Finance and Commercial Services introduced the report which brought the Committee up to date with the Council's financial position as at Month 6 2022/23.

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

1. Note the Council's financial position as at the end of September 2022 (month 6).

11.3 **Reasons for Decision**

- 11.3.1 This paper is to bring the committee up to date with the Council's current financial position as at Month 6 2022/23.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 The Council is required to both set a balance budget and to ensure that in-year income and expenditure are balanced. No other alternatives were considered.



Report to Waste and Street Scene Policy Committee

21st December 2022

Report of: David Hollis, Interim Director of Legal and Governance

Subject: Committee Work Programme

Author of Report: Rachel Marshall, Principal Democratic Services Officer

Summary:

The Committee's Work Programme is attached at Appendix 1 for the Committee's consideration and discussion. This aims to show all known, substantive agenda items for forthcoming meetings of the Committee, to enable this committee, other committees, officers, partners and the public to plan their work with and for the Committee.

Any changes since the Committee's last meeting, including any new items, have been made in consultation with the Chair, and the document is always considered at the regular pre-meetings to which all Group Spokespersons are invited.

The following potential sources of new items are included in this report, where applicable:

- Questions and petitions from the public, including those referred from Council
- References from Council or other committees (statements formally sent for this committee's attention)
- A list of issues, each with a short summary, which have been identified by the Committee or officers as potential items but which have not yet been scheduled (See Appendix 1)

The Work Programme will remain a live document and will be brought to each Committee meeting.

Recommendations:

1. That the Committee's work programme, as set out in Appendix 1 be agreed, including any additions and amendments identified in Part 1;
2. That consideration be given to the further additions or adjustments to the work programme presented at Part 2 of Appendix 1;
3. That Members give consideration to any further issues to be explored by officers for inclusion in Part 2 of Appendix 1 of the next work programme report, for potential addition to the work programme.

Background Papers: None

Category of Report: Open

COMMITTEE WORK PROGRAMME

1.0 Prioritisation

1.1 For practical reasons this committee has a limited amount of time each year in which to conduct its formal business. The Committee will need to prioritise firmly in order that formal meetings are used primarily for business requiring formal decisions, or which for other reasons it is felt must be conducted in a formal setting.

1.2 In order to ensure that prioritisation is effectively done, on the basis of evidence and informed advice, Members should usually avoid adding items to the work programme which do not already appear:

- In the draft work programme in Appendix 3 due to the discretion of the chair; or
- within the body of this report accompanied by a suitable amount of information.

2.0 References from Council or other Committees

2.1 Any references sent to this Committee by Council, including any public questions, petitions and motions, or other committees since the last meeting are listed here, with commentary and a proposed course of action, as appropriate:

Issue	<i>Details to be added by PDSO</i>
Referred from	
<i>Details</i>	
<i>Commentary/ Action Proposed</i>	

3.0 Member engagement, learning and policy development outside of Committee

3.1 Subject to the capacity and availability of councillors and officers, there are a range of ways in which Members can explore subjects, monitor information and develop their ideas about forthcoming decisions outside of formal meetings. Appendix 2 is an example 'menu' of some of the ways this could be done. It is entirely appropriate that member development, exploration and policy development should in many cases take place in a private setting, to allow members to learn and formulate a position in a neutral space before bringing the issue into the public domain at a formal meeting.

2.2 Training & Skills Development - Induction programme for this committee.

Title	Description & Format	Date

Appendix 1 – Work Programme

Part 1: Proposed additions and amendments to the work programme since the last meeting:

Item	Proposed Date	Note
Sex Establishment Policy	Post Election	REMOVED from work programme temporarily to allow more work to be carried out. Will be added back on after local elections.
Electric Vehicle Charger and Fees	13/02/23	NEW item: Due to increase in energy costs Sheffield City Council needs to increase its current tariffs for Rapid chargers to align with the current market tariffs and cover costs. Price setting is required for the new 22 fast chargers that are due to be installed early next year. Addition to this the parking exemptions that are currently applied need reviewing.
Parking Enforcement Policy	22/03/2023	Moved from February to March due to pressure to deliver CAZ for February launch date.

Part 2: List of other potential items not yet included in the work programme

Issues that have recently been identified by the Committee, its Chair or officers as potential items but have not yet been added to the proposed work programme. If a Councillor raises an idea in a meeting and the committee agrees under recommendation 3 that this should be explored, it will appear either in the work programme or in this section of the report at the committee's next meeting, at the discretion of the Chair.

Topic	
Description	
Lead Officer/s	
Item suggested by	<i>Officer, Member, Committee, partners, public question, petition etc</i>
Type of item	<i>Referral to decision-maker/Pre-decision (policy development/Post-decision (service performance/ monitoring)</i>
Prior member engagement/ development required <i>(with reference to options in Appendix 2)</i>	

Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 3)</i>	
Lead Officer Commentary/Proposed Action(s)	

Part 3: Agenda Items for Forthcoming Meetings

Meeting 4	21 December 2022 @2pm	Time				
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • Decision • Referral to decision-maker • Pre-decision (policy development) • Post-decision (service performance/monitoring) 	(re: decisions) Prior member engagement/development required <i>(with reference to options in Appendix 1)</i>	(re: decisions) Public Participation/Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer
Item 1- Grass Verge Options, including Wildflower Planting and Community Funded Street Trees	Grass Verge Options, including Wildflower Planting and Community Funded Street Trees	Gill Charters	Decision	Written briefing for the committee or all members	Street Tree Partnership	This Cttee
Item 2 – Amey Performance Review	Amey Performance Review	Gill Charters	Post Decision	Written briefing for committee or all members.	Engagement	This Cttee
Item 3 – New City Centre Street Food Markets policy and fees	To improve the street trading offer within the city centre and move towards a more continental style of trading and street food markets licence initiative	Steve Lonnia	Decision	Member briefing session 21 st September 2022 Member briefing session 19 th October 2022	Once proposals are agreed consultation with the public will take place following the agreed Budget consultation framework.	This Cttee
Standing items	<ul style="list-style-type: none"> • Public Questions/ Petitions 					

	<ul style="list-style-type: none"> • <i>Work Programme</i> • <i>Monthly Budget Monitoring Report</i> • <i>[any other committee-specific standing items eg finance or service monitoring]</i> 					
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Meeting 5	15 February 2023 @2pm	Time				
Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • <i>Decision</i> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/ monitoring)</i> 	<i>(re: decisions)</i> Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer
Item 1 - Hackney Carriage Vehicle Policy	Hackney Carriage Vehicle Policy	Claire Bower/Craig Harper	Decision	Written briefing for the committee or all members	Public Consultation	This Cttee
Item 2 - Street Trading in the city centre. Approve the new resolution following consultation	To consider any representations that have been made in writing following the consultation or verbally to members at these meetings.	Steve Lonnia	Decision	Member briefing session 21 st September 2022 Member briefing session 19 th October 2022	Once proposals are agreed consultation with the public will take place following the agreed Budget consultation framework.	This Cttee
NEW: Item 38 - Electric Vehicle	Due to increase in energy costs Sheffield City Council	Sabia Hanif	Decision	Several proposals have	Part of the traffic Regulation order a 4 week	This Cttee

Charger Fees and Charges	needs to increase its current tariffs for Rapid chargers to align with the current market tariffs and cover costs. Price setting is required for the new 22 fast chargers that are due to be installed early next year. Addition to this the parking exemptions that are currently applied need reviewing.			been shared with members at the monthly briefings	consultation will be done with the public	
Standing items	<ul style="list-style-type: none"> • <i>Public Questions/ Petitions</i> • <i>Work Programme</i> • <i>[any other committee-specific standing items eg finance or service monitoring]</i> 					

Meeting 6	22 March 2023 @10am	Time				
Topic	Description	Lead Officer/s	Type of item	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date)
Item 1 - Review of Licensing Fees and Charges	Review of Licensing Fees and Charges	Claire Bower	Decision	Written briefing for the committee or all members	Public consultation on	This Cttee

					vehicle and operator fees	
NEW: Item 2- Sheffield Markets Performance Review	TOR for review to be agreed with lead Councillors in November. The review will give an overview of markets performance and opportunities to carry on improving.	Gary Clifton	Decision	All with Cllrs, markets officers legal and finance teams <ul style="list-style-type: none"> • Agree Terms of Reference – Nov 22 • Update Cllr briefing – agree “decision/s” to be taken in March – Jan 2023 • Final Report – March 2023 	Engagement	This Cttee
NEW: Item 3 – Food Waste Review & Future Waste Collection consultation	Report to committee of the lessons learnt from the food waste collection trial (Sept – Dec 22) and the impact for rolling out a citywide service. Committee will also consider future waste collection options for consultation.	Gill Charters	Post Decision	Written briefing for the committee and/or all members.	Public consultation and trial	This cttee
NEW: Item 4 – Food Safety Plan	A new strategy for delivering food safety and food standards in Sheffield including a 2 year work programme.	Ian Ashmore	Post Decision	Written briefing for the committee and/or all members.	Public consultation and trial	This cttee

NEW: Item 5 – Environmental Enforcement Strategy	A revised enforcement strategy for Environmental Regulation	Ian Ashmore	Post Decision	Written briefing for the committee and/or all members.	Public consultation and trial	This cttee
NEW: Item 6 – Environmental Volunteering Strategy	Improving the way we work with volunteers looking after their local neighbourhoods and environment.	Beth Allsop	Post Decision	Written briefing for the committee and/or all members.	Public consultation and trial	This cttee
Item 7 - Parking Enforcement Policy	City Wide Parking Policy Review	Sabia Hanif	Decision	Briefing session booked in November and December with the members of the committee Consultation planned in December with the public via citizens space	Public consultation will take place starting in the New Year. Consultation with councillors will take place as part of ongoing monthly briefings	This cttee
Standing items	<ul style="list-style-type: none"> • <i>Public Questions/ Petitions</i> • <i>Work Programme</i> • <i>[any other committee-specific standing items eg finance or service monitoring]</i> 					

Items which the committee have agreed to add to an agenda, but for which no date is yet set.

Topic	Description	Lead Officer/s	Type of item <ul style="list-style-type: none"> • <i>Decision</i> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/ monitoring)</i> 	<i>(re: decisions)</i> Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer

Appendix 2 – Menu of options for member engagement, learning and development prior to formal Committee consideration

Members should give early consideration to the degree of pre-work needed before an item appears on a formal agenda.

All agenda items will anyway be supported by the following:

- Discussion well in advance as part of the work programme item at Pre-agenda meetings. These take place in advance of each formal meeting, before the agenda is published and they consider the full work programme, not just the immediate forthcoming meeting. They include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers
- Discussion and, where required, briefing by officers at pre-committee meetings in advance of each formal meeting, after the agenda is published. These include the Chair, Vice Chair and all Group Spokespersons from the committee, with officers.
- Work Programming items on each formal agenda, as part of an annual and ongoing work programming exercise
- Full officer report on a public agenda, with time for a public discussion in committee
- Officer meetings with Chair & VC as representatives of the committee, to consider addition to the draft work programme, and later to inform the overall development of the issue and report, for the committee's consideration.

The following are examples of some of the optional ways in which the committee may wish to ensure that they are sufficiently engaged and informed prior to taking a public decision on a matter. In all cases the presumption is that these will take place in private, however some meetings could happen in public or eg be reported to the public committee at a later date.

These options are presented in approximately ascending order of the amount of resources needed to deliver them. Members must prioritise carefully, in consultation with officers, which items require what degree of involvement and information in advance of committee meetings, in order that this can be delivered within the officer capacity available.

The majority of items cannot be subject to the more involved options on this list, for reasons of officer capacity.

- Written briefing for the committee or all members (email)
- All-member newsletter (email)
- Requests for information from specific outside bodies etc.
- All-committee briefings (private or, in exceptional cases, in-committee)
- All-member briefing (virtual meeting)
- Facilitated policy development workshop (potential to invite external experts / public, see appendix 2)
- Site visits (including to services of the council)
- Task and Finish group (one at a time, one per cttee)

Furthermore, a range of public participation and engagement options are available to inform Councillors, see appendix 3 **Page 32**

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

A toolkit to be developed for each committee to use when considering its ‘menu of options’ for ensuring the voice of the public has been central to their policy development work. Building on the developing advice from communities and Involve, committees should make sure they have a clear purpose for engagement; actively support diverse communities to engage; match methods to the audience and use a range of methods; build on what’s worked and existing intelligence (SCC and elsewhere); and be very clear to participants on the impact that engagement will have.

The list below builds on the experiences of Scrutiny Committees and latterly the Transitional Committees and will continue to develop. The toolkit includes (but is not be limited to):

- a. Public calls for evidence
- b. Issue-focused workshops with attendees from multiple backgrounds (sometimes known as ‘hackathons’) led by committees
- c. Creative use of online engagement channels
- d. Working with VCF networks (eg including the Sheffield Equality Partnership) to seek views of communities
- e. Co-design events on specific challenges or to support policy development
- f. Citizens assembly style activities
- g. Stakeholder reference groups (standing or one-off)
- h. Committee / small group visits to services
- i. Formal and informal discussion groups
- j. Facilitated communities of interest around each committee (eg a mailing list of self-identified stakeholders and interested parties with regular information about forthcoming decisions and requests for contributions or volunteers for temporary co-option)
- k. Facility for medium-term or issue-by-issue co-option from outside the Council onto Committees or Task and Finish Groups. Co-optees of this sort at Policy Committees would be non-voting.

This public engagement toolkit is intended to be a quick ‘how-to’ guide for Members and officers to use when undertaking participatory activity through committees.

It will provide an overview of the options available, including the above list, and cover:

- How to focus on purpose and who we are trying to reach
- When to use and when not to use different methods
- How to plan well and be clear to citizens what impact their voice will have
- How to manage costs, timescales, scale.

There is an expectation that Members and Officers will be giving strong consideration to the public participation and engagement options for each item on a committee’s work programme, with reference to the above list a-k.

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Report to Policy Committee

**Author/Lead Officer of Report: David Wain,
Technical Officer, Highways Maintenance.**

Tel: 0114 2057424

Report of: Richard Eyre, Director of Street Scene & Regulation
Report to: *Waste and Street Scene Policy Committee*
Date of Decision: *21st December 2022.*
Subject: *Grass Verge Options, including Wildflower Planting and Community Funded new Street Trees*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(Insert reference number)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>				

Purpose of Report:

This report sets out a new approach to managing the competing demands on the Council's urban verges around the city, including options for protection measures to prevent anti-social parking, establishment of wildflowers and community funded tree planting.

Recommendations:

That the Committee approves

- 1) The new Grass Verge and Community Funded Street Tree Planting Policies as outlined in appendix 1.
- 2) That the Council's Ecology Section (alongside the Sheffield and Rotherham Wildlife Trust) be permitted to give residents advice on appropriate wildflower species for grassed areas near their homes.
- 3) That Local Area Committees, Citizens and Elected Members have a greater suite of verge protection measures made available to them and for bespoke verge protection measures to be applied where safe/appropriate to do so.
- 4) That authority be delegated to the Head of Highways Maintenance to develop the 'Trees for Streets' offer for Sheffield in consultation with the Sheffield Street Tree Partnership.

Background Papers

Report to Cabinet October 2017: Changes to Environmental Maintenance Services

Verge Management and Verge Parking Policy: Briefing for Highways Committee (December 2022)

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance:
	Legal: Richard Cannon, Professional Officer
	Equalities & Consultation:
	Climate: Jessica Rick, Sustainability Officer
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	SLB member who approved submission: Ajman Ali, Exec. Dir. Operational Services
3	Committee Chair consulted: Cllr Joe Otten
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.

Lead Officer Name: David Wain	Job Title: Technical Officer, Highways Maintenance
Date: 12 th December 2022	

1. PROPOSAL

1.1 Introduction

- 1.1.1 There is around 2.8 million m² of grass verges which form part of the public highway, maintained by Amey on behalf of the Council.
- 1.1.2 All aspects of Highways Maintenance (from surfacing of footways and carriageways, litter and fly tipping removal, street lighting and street signs, gritting and environmental maintenance such as tree care and planting, flower beds and shrubs and grass cutting) for highways maintainable at the public expense is undertaken by Amey on behalf of the Council as part of a PFI contract to 2037.
- 1.1.3 Across the city, residents and communities aspire to different uses and methodologies for verges and to maintenance. On some roads, parking is at a premium as Sheffield's housing stock and verges were constructed when most people didn't own a car. Some communities are keen to invest in new street trees to provide shading and new ecology whilst others value wildflowers or the traditional look of regular mowing.
- 1.1.4 This report proposes approval of a range of options available for managing verges across the city. These are detailed in Appendix 1 - Grass Verge and Community Funded Street Tree Planting Policies. The options allow the flexibility to use different approaches across neighbourhoods depending on local needs and priorities of the Council's customers.

1.2 Background

1.2.1 Wildflowers

As part of the 2017 Street Scene Savings decision, the Leader approved reductions to mowing frequency to 20% of all grassed areas in the Council's maintained highway network to enable the natural establishment of wildflower. However, this would not include verges which were directly outside people's homes (i.e. standard verges on suburban streets of normal layout).

- 1.2.2 Typically, wildflowers require low quality soils to thrive, which is contrary to the condition of most verges which, with a cut and leave grass technique, are Nitrogen rich. It can also be difficult to establish a range of wildflowers, without one species becoming dominant. Where the Council has implemented wildflower verges on highway, these are only cut once per year with the clippings removed and the Council's seed mix has been developed to reflect native species with a prolonged range of flowering time.

1.2.3 Section 142 Licences to Residents

The Council has operated a scheme for residents to maintain verges

outside (only) their own homes typically to permit the planting of bedding plants and deployment of planters.

- 1.2.4 Although general maintenance of such highway areas is easily licensed, the complication arises when cultivating or planting physically into highway verges as the particular type of licence which the Council may grant for this activity (under section 142 of the Highways Act 1980) requires residents to indemnify the Council as highway authority against any claim in respect of injury, damage or loss in order for the Council to lawfully grant the licence. For the Council's purposes, this requires that the residents demonstrate sufficient public liability cover should someone be injured.
- 1.2.5 The Council's insurance team experts have scoured the market and this kind of insurance is simply not available to residents who are not qualified highway maintenance professionals or running a similar formal society or group with public liability insurance (for example an allotments group). Therefore, it remains a difficult and unpractical option for most residents to use.
- 1.2.6 The proposal in this report is therefore to utilise the pre-existing deaccrual model within the Streets Ahead contract to change the classification of cutting of areas down to a single annual cut and take a passive approach to residents then overseeding these areas with their own wildflower seeds. This ensures Amey as the Council's PFI provider retain liability both from an insurance and maintenance perspective.
- 1.2.7 **Community Tree Planting**
Through the Sheffield Street Tree Partnership, trial schemes for the past two years have seen over 100 new street trees planted from funding raised by local residents.

The trials have provided learning such as considerations for prospective locations, local consultation and raising awareness of the opportunity to fund new street trees. The Council has also negotiated reduced rates with Amey for the planting of community funded street trees.

1.3 **Proposals**

1.3.1 **Wild flower/no mow**

- 1.3.1i Appendix 1 details the Council's proposed new approach to supporting the development of local wildflower verges.
- 1.3.1ii No large-scale changes to grass cutting frequency across the entire grass verge estate are being proposed as part of this proposal. It will only affect isolated, appropriate areas of grass rather than whole swathes of the city. Where resident wildflower seeding is proposed in respect of suburban verges, the caveat included in the 2017 decision described in paragraph 1.2.1 will be dispensed with.

- 1.3.1iii This change will enable areas of highway grass in suburban areas within view of people's homes (as deemed to be appropriate by the Council's Highways Maintenance Division) to be placed upon a relaxed mowing cycle to facilitate the establishment of wildflowers.
- 1.3.1iv This change to mowing regimes will be achieved through the pre-existing contractual de-accrual model, meaning that no contract change is needed and liabilities remain clear for all parties.
- 1.3.2v With over 2 million m² of verges, Amey do not have the time to check on each mowing cycle which have been rewilded. Therefore, the Council cannot uphold requests for wild flowering of verges on a piecemeal basis, so areas need to be cohesive swathes of grass that have resident, LAC and backing from the Council as highway authority.
- 1.3.2vi The goal is to encourage biodiversity and the establishment of wildflower in these areas. Despite the absence of a Section 142 licence, the Council will not seek to prosecute any residents found to be spreading wildflower seed or carrying out other cultivation of these areas, nor will the Council discourage voluntary activities from proactive members of the community which are beneficial to biodiversity - such as raking off of grass cuttings
- 1.3.2 **Resident Led Verge Protection Measures**
- 1.3.2i Section 4 of Appendix 1 details the proposed approach to actions taken by residents to deter the use of verges for parking.
- 1.3.2ii It is proposed that the Council take a relaxed approach to residents deploying low level planting or decoration of verges. However, any significant structures or intrusion into the soil will result in action where this presents health and safety risks and/or liability issues for the Council.
- 1.3.2iii It is proposed that, in these areas (as deemed to be appropriate by the Council's highways specialists), the Council will not expect residents to seek a license under Section 142 of the Highways Act 1980 for their maintenance or management – they shall be retained under the overarching management of the Council's PFI contractor, Amey.
- 1.3.2iv The Council retains powers which enable it to carry out enforcement in respect of nuisances on the highway and, where that thing constitutes a danger (including a danger caused by obstructing the view), to remove that thing forthwith. This enables the Council to act where complaints are received, or where a safety issue is highlighted by the Council's highway cyclical safety inspection programme.
- 1.3.3 **Community Funded Street Trees**
- 1.3.3i Working with the non-profit organisation Trees for Streets, the Council has identified an appropriate web platform for residents to make requests for additional street tree planting in their community.

- 1.3.3ii The platform offers a mapping system where residents can very simply drop a pin for a tree request, follow a few qualifying questions around site suitability and either crowd fund or pay outright for an appropriate street tree.
- 1.3.3iii Any additional street trees will need to meet the outcomes of the Sheffield Street Tree Partnership Strategy in terms of being a resilient and climate tolerant selection.
- 1.3.3iv The Council will also consider requests for fruit trees subject to site suitability, and if going in a soft verge.
- 1.3.3v Trees which fail in the first three years due to insufficient watering or vandalism will not be replaced by the Council.
- 1.3.3vi Community engagement will be actively encouraged both in terms of crowd funding, agreeing locations and involvement in the successful establishment of the new tree.
- 1.3.4 **Council-Led Verge Protection Measures**
- 1.3.4i The Council already has a large number of verge protection measures available via the Streets Ahead contract. The various options for protection measures are detailed in section 5 of Appendix 1 to this report.
- 1.3.4ii This policy does not seek to introduce any new measures or powers, but instead recognise that Local Area Committees or Elected Members may choose to seek their own verge protection measures in response to localised issues which may be outside of the scope and scale of the Streets Ahead project.
- 1.3.4iii The work to implement the verge protection measures will be carried out by the Council and its Highways Maintenance Division will retain ultimate control over schemes from a road safety, suitability and safe passage of emergency or maintenance vehicles perspective to ensure that verge protection or anti parking measures do not inadvertently cause a safety issue for highway users.
- 1.3.4v This policy in no way prevents blue badge holders from seeking a designated parking bay to be installed outside of their property – any proposal for such will be assessed against the relevant criteria in the usual way.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 One of the Council's six strategic goals in the Our Sheffield Delivery Plan 2022/23 is for strong and connected neighbourhoods which people are happy to call home.
- 2.2 The Council's commitment through this is for clean, vibrant and caring communities including focused work in the year to improve the quality and appearance of our roads, pavements and neighbourhood centres across the city.
- 2.3 The proposals in this report provide a range of solutions and options for different communities to address local needs.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 A public consultation was run via the Council's Citizenspace platform between 26th September 2022 and 14th October 2022. This was promoted via GovDelivery, to increase awareness of the survey and the opportunity to participate.
- 3.2 1891 responses were received as well as direct correspondence from representatives of The Sheffield and Rotherham Wildlife Trust and some elected members on behalf of their constituents.
- 3.3 Public consultation outcomes for rewilding can be summarised as follows:
 - a. The majority of respondents felt that the Council currently cuts grass at ***"about the right frequency"***.

As such, no large-scale changes to grass cutting frequency across the entire grass verge estate are being proposed as part of this committee decision, which will only affect isolated, appropriate areas of grass rather than whole swathes of the city.
 - b. **67.48%** of all respondents felt that there **should be more wild verges** across the city.
 - c. **72.18%** of respondents said that they would be supportive of larger areas of highway grass (not the verges outside people's homes) being managed as wild areas.
- 3.4 With regards to verge protection, the top preference for residents was access to a community tree planting project where people could fund trees being planted outside their homes to prevent anti-social verge parking.
- 3.5 The second strongest preference for respondents around verge protection was that the Council should not actively enforce against

residents undertaking their own verge management or protection measures to prevent anti-social verge parking.

3.6

A full analysis of the consultation is provided in appendix 2.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 An Equality Impact Assessment has been completed.

4.2 Financial and Commercial Implications

4.2.1 As the changes will be made utilising the existing contractual accrual and deaccrual mechanisms, there are no financial implications.

Any costs for verge protection measures would be met by Local Area Committees.

Any costs for community tree planting would be met through crowdfunding via the forthcoming Council website or via individual donations, again via this platform.

4.3 Legal Implications

4.3.1 Section 41 of the Highways Act 1980 ('the 1980 Act') imposes a duty on the Council, as highway authority, to maintain highways which are maintainable at the public expense. This duty is delivered, in part, through the Streets Ahead highways maintenance contract between the Council and Amey. Other functions which are unrelated to maintenance may be carried out on the Council's behalf by Amey within the terms of the contract.

4.3.2 The Council is under a further duty at section 130 of the 1980 Act to assert and protect the rights of the public to the use and enjoyment of any highway for which they are the highway authority, including any roadside waste which forms part of it. The proposals described in this report are not considered to conflict with these duties. In the event that any scheme which is purported to be carried out pursuant to these proposals should conflict with the aforementioned duties, whether that constitutes a nuisance or otherwise, the Council will exercise its powers (including powers of enforcement where applicable) so as to remain compliant with its duties.

4.3.3 Section 142 of the 1980 Act enables the Council to grant licences which permit the occupier or the owner of any premises adjoining the highway to plant and maintain, or to retain and maintain, trees, shrubs, plants or grass in such part of the highway as may be specified in the licence. In other words, the Council may choose to grant licences in respect of an area of highway directly outside of residents' homes

(including verges) for those residents to maintain. This may include, for example, the planting and cutting of grass or to retain barrel planters with decorative bedding plants. However, the licensee must indemnify the highway authority against any claim in respect of injury, damage or loss arising out of the planting or presence in a highway of trees, shrubs, plants or grass to which the licence relates. The Council is not required to grant a licence wherever activities which may be the subject of a licence are carried out.

- 4.3.5 Where any thing is deposited on a highway so as to constitute a nuisance, section 149 of the 1980 Act enables the Council to serve a notice requiring that the thing be removed by the person who deposited it there. This would include residents responsible for placing an obstruction on a highway verge. If that thing is considered to constitute a danger to users of the highway (including a danger caused by obstructing the view) and ought to be removed without the delay in giving notice or obtaining the aforementioned order via the court, then the Council may remove it immediately. The proposals described in this report do not conflict with the potential use of these powers and the Council's ability to use them will not be affected by the proposed policy change.
- 4.3.6 Community tree planting proposals will be facilitated using powers for the improvement of the highway under Part V of the Act. Specifically, under section 96 of the Act, the Council may exercise its power to plant trees, shrubs and other vegetation (and lay out grass verges) in highways maintainable at the public expense. Anything not included within that section which is necessary to facilitate community planting proposals and deemed by the Council to be work carried out for the improvement of the highway will be achieved using other powers under part V, such as the general power of improvement under section 62 of the Act. The Council is not under a duty to improve the highway and therefore not required to facilitate community planting.
- 4.3.7 Community funding for tree planting will be received as a donation pursuant to section 139 of the Local Government Act 1972. This provides that the Council may accept, hold and administer gifts of property made for the purpose of discharging any of its functions or gifts made for the benefit of the inhabitants of its area (or some part of it) and may execute any work (including works of maintenance or improvement) incidental or consequential on the exercise of the powers.

4.4 Climate Implications

- 4.4.1 The scheme has demonstrable climate change impacts.

There are two key actions arising:

- a. Interested residents or groups will need to be signposted to the Sheffield and Rotherham Wildlife Trust or Council's ecology department for specialist advice on wildflower seeds and also for education on the benefits of raking off of arisings after cutting.
- b. Interested residents or groups should be encouraged to compost any arisings raked off at home rather than disposing of them into the Council's waste streams to minimise the amount of waste generated by the project and service changes.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 An alternative model which would enable residents to cultivate, seed and maintain their own wildflower verges directly outside their properties licensed under Section 142 of the Highways Act 1980 was explored.
- 5.2 This piece of legislation requires the homeowner must indemnify the highway authority against any claim in respect of injury, damage or loss arising out of management and maintenance of that area of the public highway. The Council therefore requires homeowners to have specific Public Liability Insurance for this purpose, which exhaustive searches of the market proved unattainable for the average citizen.
- 5.3 An alternative model where the Council would cut, collect, transport and dispose of grass clippings was previously explored as per the recommendations of the Wildlife Trust to optimise conditions for wildflower establishment.
- 5.4 This model was found to be financially prohibitive, requiring not only a full re-procurement of fleet and more stop/start approach to grass verge cutting which would result in slower progress and more operatives being required to deliver the service – but would also generate additional carbon through additional vehicle mileage in transporting of vast quantities of grass clippings across the city.
- 5.5 Highways Maintenance Division will therefore instead provide a quotation to Local Area Committees, members of scheme leads for sowing of Yellow Rattle as a natural grass sward suppressant, and let key interested stakeholders such as the Wildlife Trust and Council's Ecology Section extoll the benefits of residents raking off and home composting arisings from grass cutting activities.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Approval of the recommendations will allow:
 - An increase in the number of areas of wildflowers and areas on reduced grass cutting cycles in suburban areas in keeping with

resident desires and the consultation outcomes.

- The rollout of a community tree planting website and crowdfunding portal for the planting of trees in protecting verges from anti-social parking practices as well as improving the aesthetic and climate resilience of neighbourhoods in 2023.
- Key stakeholders such as the Wildlife Trust and Council's Ecology Section to engage with interested Local Area Committees, residents and elected members and provide specialist technical input around wildflowers and rewilding in their community.
- A suite of verge protection measures being made available to each Local Area Committee in accordance with consultation results for verge protection schemes to be deployed where appropriate on a bespoke basis, reflecting the needs, identity and use of each neighbourhood.

These steps will all cumulatively contribute positively to the city's response to the declared Nature Emergency.

Appendix 2 Consultation Response Analysis

Consultation outcomes can be summarised as follows:

- d. The majority of respondents felt that the Council currently cuts grass at “*about the right frequency*”.

As such, no large-scale changes to grass cutting frequency are being proposed as part of this change, which will only affect isolated areas of grass rather than whole swathes of the city.

- e. 67.48% of all respondents felt that there should be more wild verges across the city.

This is in line with the recommendations being made to committee to make changes to the 2017 decision around placing grass verges onto reduced cutting cycles to encourage the growth of wildflowers.

- f. 72.18% of respondents said that they would be supportive of larger areas of grass (not verges outside people's homes) being managed as wild areas.

Again, this is in alignment with the proposed changes being made which would not impact upon grass verges on a typical street layout and would be focussed upon more incidental and ancillary areas of highway grass land in suburban areas.

- g. With regards to verge protection, the top preference for residents was access to a community tree planting project where people could fund trees being planted outside their homes to prevent anti-social verge parking.

The Council is currently working on the launch of a crowdfunding and community tree planting website planned for early 2023 implementation in recognition of this.

- h. The second strongest preference for respondents around verge protection was that the Council should not actively enforce against residents undertaking their own verge management or protection measures to prevent anti-social verge parking.

Although the Council and Amey have powers under Section 149 the Highways Act 1980 to act when there is “nuisance” and “danger”, it is considered that this can clearly be applied with pragmatism when residents are managing and maintaining verges in a safe way.

- i. In terms of delivering a bespoke solution to the needs, design and aesthetic of each neighbourhood, opinion was overwhelmingly that either residents, local councillors or the Local Area Committee

should decide the "best fit" for dealing with each neighbourhood based on its identity.

Less than 20% of respondents felt that the Council's Highways Maintenance Division Engineers should make these decisions.

As such this report recommends that the suite of options for verge protection be made available to Local Area Committees and Local Elected Members to take guidance from their constituents and citizens in deployment of verge protection measures.

Highways Maintenance Division will just provide an advisory role in these schemes around safety, suitability and legal tolerances.

Separate correspondence was received directly from Dr. Nicky Rivers of The Wildlife Trust with regards to the proposals on the consultation highlighting the benefit of a "cut and collect" service for grass clippings to optimise the likelihood of establishment of wildflowers in such areas.

The Council is not in a financial position to be able to offer this service change to the Streets Ahead contract, however residents and Local Area Committees who express an interest in establishing such wildflower areas will be pointed in the direction of The Wildlife Trust or Council's Ecology Department for specialist guidance on the benefits of collection of grass clippings after our Highways Contractor, Amey, has cut the areas in question.

In accordance with the Climate Impact Assessment for this scheme, residents will also be actively encouraged to compost any arisings at home rather than disposing of them into the Council's waste streams to minimise climate impact and reduce the amount of waste generated by the scheme.

Grass Verge and Community Funded Street Tree Planting Policies

This document sets out Sheffield City Council's policies for the following:

- 1) Rural Road and Dual Carriageway Verge Cutting (existing policy and contract provision with Amey)
- 2) Suburban Grass Verge Cutting (existing policy and contract provision with Amey)
- 3) Suburban Wildflower Verges
- 4) Resident led Verge Protection Measures
- 5) Council led Verge Protection Measures
- 6) Community Funded Street Trees

1: Rural Road and Dual Carriageway Verge Cutting

- 1.1 The Council's published policy for management of highway grassed verges in rural areas and busy dual carriageways is covered by the 2017 Leader's Decision as part of a suite of Street Scene related savings. The 2017 Leader's decision is clear that verges which are directly outside people's homes should **not** be included in this change.

(<https://democracy.sheffield.gov.uk/ieDecisionDetails.aspx?Id=1887>)

This new policy document does not seek to change these existing contract requirements. In the further sections of this policy document, alternative localised solutions are offered, based on the community needs.

- 1.2 Rural verges and some grassed areas along Dual Carriageway areas are cut on a single annual cycle. Approximately 20% of all grassed verges on the public highway in Sheffield (circa 560,000m²) are managed on this basis.
- 1.3 Sight lines and visibility splays around junctions, directional signage and safety features such as chevron arrows and bollards are cut more frequently to ensure they are not impeded by longer vegetation.
- 1.4 Arisings (clippings) from cutting the grass in these areas are left in situ to naturally mulch down.
- 1.5 Species such as Yellow Rattle which can act as a natural suppressant to the grass sward are sown in selected areas to help the establishment of wildflowers.

2. Suburban Grass Verge Cutting

- 2.1 Grass verges on typical streets are cut to keep the grass within set tolerances to ensure they are an appropriate length to ensure the public highway and adjacent footpaths are useable safely.

Again this new policy document does not seek to change these existing contract requirements. In the further sections of this policy document, alternative localised solutions are offered, based on the community needs

- 2.2 Achieving these tolerances means grass verges outside people's homes on typical suburban streets are attended approximately every 4-6 weeks.
- 2.3 Indicative schedules for grass cutting are published on the Council's website for residents to be able to check whether their street is due for cutting on a particular week.
- 2.4 Approximately 75% of grass verges on the on the public highway in Sheffield (circa 2.1 million square metres) are managed on this basis.
- 2.5 Arisings (clippings) from cutting the grass in these areas are left in situ to naturally mulch down.
- 2.6 Residents or businesses wishing to cut verges outside their own homes to a higher standard than the Council's baseline service provision can do so under Section 142 of the Highways Act.
- 2.7 Between 2000 and 2010, Sheffield City Council and community groups planted around 1 million daffodil bulbs per year. There are vast areas of daffodils on the highway network, especially on suburban streets.
- 2.8 Areas of highway grassed verge containing daffodils or other spring-flowering bulbs are not cut until the flowers have died back and the nutrient has returned into the bulb to ensure flowering continues for the following year.
- 2.9 These areas of bulbs may be left as "islands" within larger grassed verges, or the entire verge may be left uncut dependant upon the constraints of the individual site.

3. Suburban Wildflower Verges:

- 3.1 Section 142 of the Highways Act 1980 permits licensing of areas of grass verge directly outside of homes for residents to maintain the area on a self-managed basis.
- 3.2 Current examples involve residents cutting the grass themselves to a high amenity standard (as per 2.6) and has extended to residents placing barrel planters with decorative bedding plants to prevent antisocial parking.
- 3.3 Although general maintenance of such highway areas is easily licensed, the complication arises when cultivating or planting physically into highway verges as the residents then legally have to take on insurance liability and demonstrate sufficient public liability cover should someone be injured.
- 3.4 This kind of insurance is simply not available to residents who are not qualified highway maintenance professionals or running a similar formal society or group with public liability insurance (for example an allotments group).
- 3.5 Due to many decades of “cut and leave” grass cutting where the arisings have been left to naturally biodegrade, highway grass verges are often very nutrient rich in Nitrogen, meaning that they are exceptionally difficult to establish wildflowers into.
- 3.6 Wildflowers require significant degradation of the soil quality as they only thrive in very poor-quality soils. The Council does not support the deliberate stripping of soil or use of pesticides such as glyphosate in residential streets.
- 3.7 A public consultation held in 2021 **67.48%** of all respondents felt that there should be more wild verges across the city.
- 3.8 Local Area Committees or Elected Members can fund wildflower verges in locations agreed with Highways Maintenance Division to be appropriate from a safety and amenity perspective - which will be installed our highway maintenance contractor by Amey.
- 3.9 Verges are not transitioned to wildflower on a “piecemeal” basis, therefore any areas proposed for wildflower verges need to be cohesive swathes of grass

that have resident, LAC and highways backing.

- 3.10 A variety of input levels for wildflower areas have been devised for Local Area Committees and Elected Members to enable a “sliding scale” of community engagement and involvement with wildflower projects on their street. **(See table below for indicative prices)**

Option 1	High flowering, colourful wildflower mix, good for pollinators	£28.69 per metre square
Option 2	Scarify ground and sow low flower content, low colour mix, with little improvement to biodiversity	£5.06 per metre square
Option 3	Overseed with Yellow Rattle	£4.25 per metre square
Option 4	Single Annual Cut and Collect Mowing Service	£4.51 per metre square

All prices subject to annual inflation / RPIX increases.

- 3.11 Yellow Rattle is the Council’s preferred option to be used as a grass suppressant in areas of high community involvement and interest to facilitate establishment of wildflower areas.
- 3.12 Resident scattered wildflower seed on areas subject to grass suppressant planting will not be policed by the Authority and will not be subject to Section 142 licensing conditions or liabilities as it would be impossible to determine whether the seed germinated naturally from windblown seed or from that spread from a packet.
- 3.13 Taking account of feedback received from the Wildlife Trust, residents will be actively encouraged to rake off and compost grass clippings at home to provide optimal conditions for the establishment of wildflowers.



Example site that has been subject to resident involvement during 2022 trials.

4. Resident Led Verge Protection Measures

- 4.1 There are many instances around the city where residents proactively place their own items on the verge to deter parking from encroaching onto highway verges.
- 4.2 The main items used are rocks, usually painted white and stakes pushed into the soil, again usually with a white tip or reflective tape such as the images below:



Examples of resident installed verge protection measures to prevent parking

- 4.3 Section 149 of the Highways Act 1980 enables the Council to write to residents and request removal whenever complaints are received, or a safety issue is highlighted by our routine highway cyclical safety inspection programme.
- 4.4 Also under Section 149 Highways Act, the Highway Authority can remove items with **immediate effect** if they constitute a danger and the thing in question ought to be removed without delay.

- 4.5 In instances when items are deposited on the highway and cause a “nuisance” i.e. are cause for complaint from residents and the Council, having investigated, deems them a nuisance – a letter will be sent to the nearest resident who deemed to have been most likely to be have deployed the stones and ask that they be removed forthwith.
- 4.6 Residents deploying dangerous items on the highway will instead be pointed towards safer alternatives such as barrel planters, licensed by the Council’s Highway Regulations Team if appropriate for the location.
- 4.7 Residents will not be entitled to compensation, or the return of dangerous items such as stones, spikes or stakes which are removed from the highway. Such items are typically collected by street cleaning teams and returned to the depot site at Olive Grove Road to be recycled. In accordance with Section 149 of the Highways Act 1980, any proceeds from the disposal of these items may be used to defray the expenses of removing them and, if there are any, to apply any further balance of the proceeds for maintenance of the public highway.
- 4.8 Although the Council and Amey have the power under Section 149 the Highways Act 1980 to act when there is “nuisance” and “danger”, it is considered that this can clearly be applied with pragmatism when residents are managing and maintaining verges in a safe way.
- 4.9 Resident-led installations of verge protection measures when done safely and not overtly detracting from the visual amenity of the street scene will be tolerated.
- 4.10 Recognising both the environmental and visual amenity benefits that verges provide to neighbourhoods, a perceived loss of parking space, or being unable to park directly outside a specific address due to verge protection measures is not considered to pass the threshold for the Council to act to remove it.
- 4.11 “Fairy gardens” (see image below) and other such small-scale bedding plant or spring bulb plating around highway trees to prevent people parking too

close to trees and potentially damaging their root systems will be tolerated.



Example "Fairy Garden"

- 4.12 Barrel Planters, filled with decorative bedding plants or other floral decorations will be actively encouraged to protect verges from parking (whether funded by residents, Elected Members or Local Area Committees) subject to licensing and approval under Section 142 of Highways Act 1980 to ensure they are deployed on appropriate sites.



Example Barrel Planters placed by residents to prevent verge parking

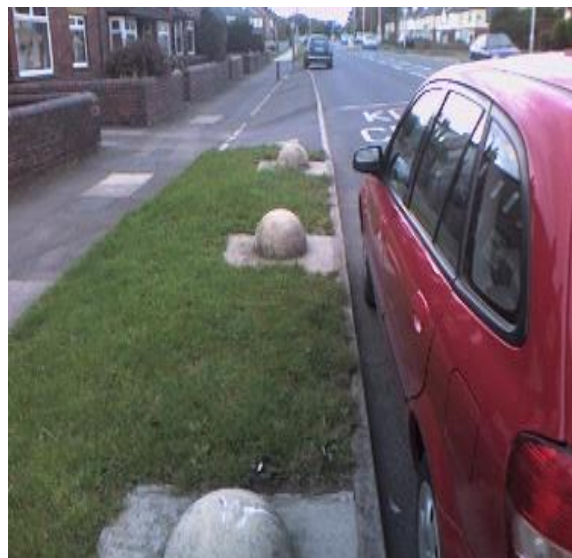
5. Council Led Verge Protection Measures

- 5.1 The Council's default approach to reports of verge damage is a soil and seed repair, typically undertaken within 3 months of a complaint being received.
- 5.2 Consideration may be given to preventative parking measures at the worst of sites where the frequency of repairs become unsustainable. Measures which will be considered include:
- Bollards
 - Domed Concrete Bollards
 - Tree Planting

- Other more bespoke measures such as traffic regulation orders or enforceable lining schemes (i.e. double yellows or parking restrictions where funding is available).



Example of preventative tree planting



Example of Domed Concrete “Mushroom” bollards

- 5.3 Preventative measures are only considered where they will not have an adverse effect of displacing cars to the extent that they may block a street to the point that it is not accessible by emergency vehicles and gritters.
- 5.4 This policy does not affect Blue Badge holders meeting the Council’s criteria for provision of a disabled parking bay marked on the highway outside their home at <https://www.sheffield.gov.uk/parking/request-disabled-parking-bay>
- 5.5 There are a number of streets across the city where preventative measures therefore cannot be applied safely, and residents may need to tolerate a poorer quality aesthetic of damaged or overrun verges in these instances.
- 5.6 Local Area Committees or Elected Members may recognise sites which they deem to require verge protection. Where sufficient funding can be identified for the installation of verge protection schemes, where safe, proportionate and appropriate to do so, this shall be facilitated via the Council’s New Works team.

(See table below for indicative prices)

Black and White or Plain Steel Bollard	Each	£594.60
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Green Oak Bollard with 100mm mowing strip	Each	£1492.47
Green Oak Bollard with 100mm mowing strip and reflective bandings	Each	£1732.28
Billy / Belinda Bollards (appearance of school children)	Each	£969.34
Tree (Verge Planted, Excluding ornamental guards or grilles)	Each	£1334.07
Galvanised Steel Pedestrian Guardrail Fence	Per Linear Metre	£152.37 plus utility search charges.
Concrete Domed Bollard	Each	TBC

All prices subject to annual inflation / RPIX increases.

- 5.7 For illegal vehicle crossings, where possible, the Council will actively engage with residents to formalise the construction through Highways Development Control and an appropriate contractor.



Example illegal driveway crossing

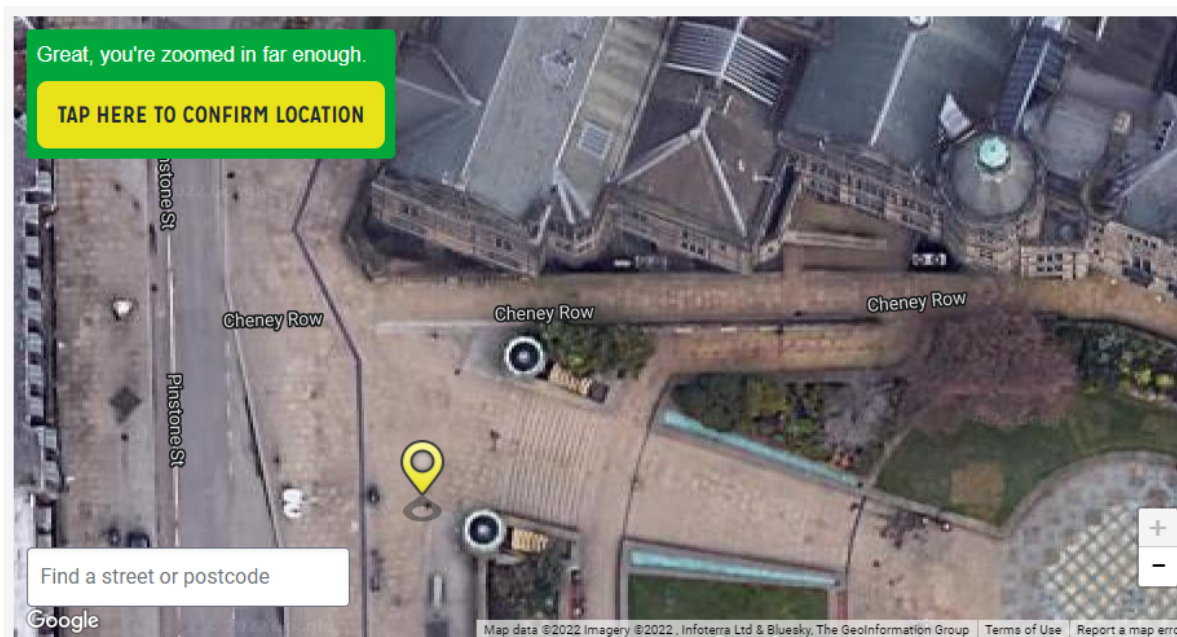
- 5.8 Wild flowers or “wilding” of areas of highway grassed verge subject to repeated vehicle overrun, especially by illegal off road motorcycles or quad bikes may be considered as a physical means of deterring such damage from occurring to highway verges. This is not deemed to be effective on normal residential streets.

6. Community Funded Street Trees

- 6.1 Outcome 6 of the Sheffield Street Tree Partnership Strategy commits the Council to creating a means of residents funding additional street trees being planted in their community.
- 6.2 For 2021 and 2022, the Council delivered this in-house utilising significant officer resource and time.

- 6.3 From 2023 the Council will implement an online platform via Trees for Streets, enabling communities to coordinate crowdfunding, as well as physically drop a pin on an interactive map to request trees in specific locations.
- 6.4 Location suitability screening, payment and species choice will all be coordinated on one accessible online platform.

Tap anywhere on the map to place the marker in the exact location you'd like your tree planted



Example of “pin drop” system on the Trees for Streets portal.

- 6.5 Residents are offered a selection of species which meet the objectives of the Sheffield Street Tree Partnership Strategy which are proven to be resilient to the challenges of the highway environment as well as being tolerant to climate change.
- 6.6 Residents can also request a fruit tree if it is to be planted a soft verge.
- 6.7 Streets seeking to plant a number of fruit bearing trees will be encouraged to consider socially responsible means of distributing any excess fruit each year to reduce food waste, and home composting of spoiled fruit which has fallen onto the highway verges.
- 6.8 All sites are subject to a site suitability assessment from a qualified highway and tree specialist prior to being approved. In the event that a tree cannot be planted, the sponsor will be contacted to discuss alternatives.

- 6.9 All works are coordinated and delivered by our highways contractor, Amey. Residents should not dig into the public highway or verges as the risk of striking cables and causing significant injury or disruption to essential utilities from digging holes is very high.
- 6.10 Businesses and Community Groups can also fund street tree planting through this scheme. Similar examples adopted in London Boroughs have included Estate Agents planting a new tree outside every house they sell.
- 6.11 In accordance with Outcome 4 of the Sheffield Street Tree Partnership Strategy, to ensure that the benefit of this project is not solely benefitting affluent communities, additional tree planting projects and corporate sponsorship of trees by businesses will actively encourage participants to consider additional trees in areas with the Lowest Indices of Multiple Deprivation rankings, Poorest Air Quality and Lowest Canopy Cover of existing trees to rebalance the city's distribution of highway trees in a more equitable way.
- 6.12 Trees which are vandalised, or do not successfully establish during the first three years are not replaced.
- 6.13 After three years, trees are inspected, plotted by the Council's tree inspectors and will then be inspected for safety every 5 years and maintained in perpetuity for the rest of the tree's life at the Council's expense, so there is no ongoing maintenance liability to residents, nor new householders if they choose to move house.
- 6.14 Community engagement is actively encouraged for establishment of any new tree planting – from being there on the first day of planting, to watering and watching them establish.
- 6.15 The platform will also include the option to sponsor trees in parks and on Council housing land.