

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 14 February 2024 by the Waste & Street Scene Policy Committee.

Item No

8. REVIEW OF THE MOOR MARKET SERVICE CHARGE

8.1 To set out a proposal to review the service charge recharged to traders at the Moor Market and the reasons why officers consider this needs to be implemented.

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

1. approves an increase to the service charge currently charged to market traders of CPI+8% (an increase of 14.8%);
2. approves a period of 12 weeks from the decision being taken to the implementation of the new service charge; and
3. agrees that further service charge reviews should take place annually for officers to make proposals to the Committee for moving towards full cost recovery or if necessary, proposals will be brought to maintain the service charge at that rate at the time of the report or reduce the service charge.

8.3 Reasons for Decision

8.3.1 The option outlined in scenario 5 (CPI+8%) provides a reasonable increase to the service charge that enables the Council to move towards full cost recovery whilst allowing time to assess the impact of the increase on traders, given that the service charge has not been increased in a number of years.

8.3.2 The Market Traders provide a valuable service and a service charge above CPI+8% may impact on occupancy levels or result in costs being passed on to customers.

8.4 Alternatives Considered and Rejected

8.4.1 The option to do nothing (scenario 1) has been rejected by officers due to the unsustainable nature of the increasing subsidy required on operational costs.

8.4.2 The option to move straight to full cost recovery (scenario 9) will be too much of an impact on the tenants. It's likely to create significant cost pressures that are too large to pass straight on to customers and may increase the markets vacancy rate, which will negatively financially impact the budgets for service charges and rents. Overall, it could undermine the financial position rather than improve it.

8.4.3 Other models of recharging the service charge such as a service charge only

tenancy agreement are options that require further work that has not been possible to complete in time to consider for this paper.

9. PARKING FEES AND CHARGES

9.1 This report reviews the charges for parking permits, bay suspensions, parking dispensations and parking tariffs. The proposed changes will help to better manage parking demand and contribute to wider traffic management and environmental objectives.

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

1. approves an increase in Pay and Display tariffs in the parking zones outside the city, as detailed in Appendix A, and that these be implemented as soon as practicable;
2. approves an increase to City Centre Zone Pay and Display tariffs, as detailed in Appendix A, noting that parking in Carver Lane, Devonshire Green, Milton Street and West Street Lane car parks is for a maximum of 6 hours and the rates for Wicker Lane car park are per two hours, and that these tariffs be implemented as soon as practicable with the following amendment:
 - a. that the City Centre discounted evening tariff, which is in place for Monday to Saturday of a £2 flat rate after 4.30pm (or £1.45 for up to 1 hour), be also applied to Sunday.
3. approves changes to the permit pricing structure, as detailed in Appendix B of this report, and that these be implemented from 1st of April 2024;
4. approves changes to the dispensation and bay suspension charges, as detailed in this report, and that these be implemented from 1st of April 2024;
5. approves an increase to Pay and Display tariffs in Parks car parks, as detailed in Appendix A, and notes that tariffs relating to those car parks which fall within charitable trust property will require the consent of the Charity Trustee Sub-Committee, and that these be implemented as soon as practicable;
6. approves a delegation to the Executive Director of Neighbourhoods Services, in consultation with the Committee Chair and Members of the Waste and Street Scene Policy Committee, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer

Price Index plus 1% from the date they were last increased); and

7. requests that officers in the parking services team work together with the Transport team to examine and review the green permit and zoning schemes and report findings and any recommendations for action or change to the appropriate committee.

9.3 Reasons for Decision

9.3.1 It is anticipated that the proposed tariff and fee changes set out in this report will help by better managing parking demand in areas and at times when demand is regularly and demonstrably outstripping supply.

9.3.2 It is therefore recommended that:

- Pay and Display tariffs in the parking zones outside the city centre are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- City Centre Zone Pay and Display tariffs are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- Changes to the permit pricing structure, as detailed in Appendix B of this report be approved and be implemented from 1st of April 2024.
- Changes to the dispensation and bay suspension charges, as detailed in this report, be approved and be implemented from 1st April 2024.
- Pay and Display tariffs in Parks car parks are increased, as detailed in Appendix A, and that these are implemented as soon as practicable.
- The Executive Director of Neighbourhood Services has authority, in consultation with the Committee Chair and Members of the Waste and Street Scene Policy Committee, to make future changes to the parking fees and charges contained within this document, where this supports effective management of demand for parking and contributes to wider traffic management objectives (provided they are not increased by less than a whole 5 pence or an amount greater than the rate of Consumer Price Index plus 1% from the date they were last increased).

9.4 Alternatives Considered and Rejected

9.4.1 The Council could maintain its current tariffs. This would not address the excess demand parking issues outlined in this report, nor enable other positive outcomes that may arise, such as better air quality.

9.4.2 The Council could make higher and more widespread increases in tariffs, but, with the information available, these are not thought to be appropriate or proportionate to achieve the aims of the proposed increases.

9.4.3 The Council could reduce the number of permits allowed at each residential property to restrict demand. This general approach could have a disproportionate effect in certain Peripheral Parking Zones and as such this would need to be considered in greater detail on a Zone-by one basis.

10. WASTE AND STREET SCENE CAPITAL STRATEGY 2024/25

- 10.1 This report sets out the key priority areas for capital investment for the Waste and Street Scene Policy Committee and provides an overview of potential projects and priorities for the years 2024 to 2029, together with an overview of anticipated developments and challenges up to 2052.

The Committee is asked to endorse the general approach to inform the Council's overarching Capital Strategy.

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

1. endorses the proposals set out in this report;
2. notes that the proposals will be included in the draft Capital Strategy to be submitted by the Strategy and Resources Policy Committee to Full Council for approval in March 2024; and
3. notes that, if approved at Full Council:
 - a. officers will prepare for and conduct consultation with relevant stakeholders (including with partners, staff, trades unions [if required] and in respect of equalities and climate change) on the proposals in this report in order to determine the final project proposals;
 - b. officers will work to develop any necessary detailed implementation plans for the proposals in this report so that the proposals can be implemented as planned; and
 - c. approval for detailed proposals will be sought as part of the monthly capital approval cycle by the Finance Committee.

10.3 Reasons for Decision

- 10.3.1 Members are asked to note the unsustainable financial position highlighted by the medium-term financial analysis presented to Strategy and Resources Committee in September 2023.

- 10.3.2 This report and its recommendations set out how capital projects can continue to be developed and delivered, despite the limited resources available and continue to deliver quality infrastructure for the people of Sheffield.

10.4 Alternatives Considered and Rejected

- 10.4.1 The Council is required to both set a balanced budget and to ensure that in-year income and expenditure are balanced. Committee is invited to comment upon and

endorse the current proposals to form part of the Council's wider Capital Strategy for 2024/25.

11. USE OF GLYPHOSATE VIA THE STREETS AHEAD CONTRACT

11.1 As per section 10.2, subsection 3 of the decision taken by the Waste and Street Scene Committee on 27th September 2023, it was resolved unanimously that a report should be brought back to the Committee in February 2024 setting out next steps for the Authority in phasing out the use of Glyphosate in highway areas.

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

1. approves the continuation of the city-wide reduction in the use of Glyphosate as was agreed unanimously on 27th September 2023;
2. agrees that officers supplement efforts to reduce the use of Glyphosate by carrying out limited operational trials of the FoamStream system during 2024;
3. agrees that officers use the FoamStream trials as the basis to calculate both cost and environmental implications of the system and present this to Committee in December 2025;
4. retains the option, in December 2025, to instruct the commencement of a further three-year trial of maintaining trial areas of the highway using alternative measures which are Glyphosate free from 1st January 2026 to 1st January 2029;
5. agrees that, if the legislative position on Glyphosate changes in the intervening period, officers commit to return to Committee within 3 months of any legislative change announcement with a revised position for the Committee to consider; and
6. agrees that, regardless of the legislative position, officers will return to Committee by December 2025 to advise on the total usage of Glyphosate products throughout the current trial of reduction measures, alongside detailed cost implications to enable the Committee to decide whether they wish to progress to the next phase of trials.

11.3 Reasons for Decision

11.3.1 Approval of the recommendations will allow:

- A continuing reduction in the use of glyphosate in highway areas across all of Sheffield.
- Establishing better baseline data around longer-term impacts of cessation.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 The option to 'do nothing' was considered and discounted considering both the declaration of a Nature Emergency and the support received for the petition against the use of Glyphosate.
- 11.4.2 The option to cease the use of Glyphosate on all land immediately was considered but discounted due to high level of cost/expenditure. Sheffield has 1,064,045.03 square metres of high usage footways and 8,77,757.67 square metres of lower use footways in the city.

Based on a "worst case scenario" of around 10% of the footway network failing between 2023 and 2037 due to weeds and vegetation this is estimated to cover around £116 million pounds in resurfacing.

Additional Street Cleansing Costs have also been modelled based on 42 additional operatives, additional road sweepers, and other vehicles, and plant machinery being brought into the operation to uplift street cleansing service to manually remove weeds has also been costed at around £2.4 million per year – circa £32 million over the remainder of the PFI contract.

Therefore, the total potential cost implication of complete cessation in a worst-case scenario could be as high as £150 million of additional expenditure. This may however be mitigated should there be a legislative change.