

SHEFFIELD CITY COUNCIL

COUNCIL MEETING – 1ST DECEMBER, 2021

List of Amendments received by the Chief Executive

ITEM OF BUSINESS NO. 6 – NOTICE OF MOTION REGARDING “INCREASING RAIL CONNECTIVITY AND CAPACITY FOR SHEFFIELD”

1. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Maroof Raouf

That the Motion now submitted be amended by the deletion of all the words after the words “That this Council”, and the addition of the following words:-

believes that:-

- (a) the national HS2 project was always a white elephant and a diversion from the much-needed improvement of public transport that was and is needed for the many passengers across the region, and not the relatively few commuters to London;
- (b) the huge spiralling costs of HS2 (£106 billion and rising) would have been better spent on improving public transport at the local and regional level; this would have helped more people in their daily commute, education, shopping and leisure trips;
- (c) successive Labour, Coalition and Conservative Governments have let down the people of Sheffield, not through the cancellation of HS2, but in their lack of investment over decades in local and regional services, and their ongoing support for privatised public transport;
- (d) there is a huge scope to reduce the need for business travel through greater use of video conferencing, as we have learned through the pandemic;
- (e) the environmental damage already caused and still proposed by the HS2 project to ancient woodlands and biodiversity is in conflict with the spirit and substance of the Nature Emergency passed by this Council earlier this year;
- (f) developing capacity on existing lines through improved trains, additional lines on existing routes, electrification and signalling is a better investment of government funds than HS2;
- (g) new public transport services are needed, but these are local and regional services such as a new service to Stocksbridge, reopening Victoria station and upgrading the Barrow Hill line; plus services to

Heeley, Millhouses and Topley; the city's hospitals and through Rotherham to Doncaster; full electrification of the Woodhead line to increase capacity between Sheffield and Manchester; and improvement of the line and rolling stock on the Penistone Line between Sheffield and Huddersfield;

- (h) private ownership of rail has driven up the cost of tickets meaning that the cost of air travel can be cheaper between some cities, and UK train tickets are more expensive than on the continent;
- (i) free or affordable local public transport is a worthier goal than flag-waving prestige projects like HS2 and would help more people than shaving a few minutes off a trip to London; free public transport has been successfully achieved in Tallinn in Estonia, in Luxembourg and there are further examples across Europe;

That this Council resolves to:-

- (j) work with partners in councils across South Yorkshire and connected towns and cities to develop a united proposal to improve public transport and fares for people in Sheffield and across the region; to present this to the Government as representing our priorities and to stop being dictated to by top-down transport policies like HS2; and
- (k) lobby for the Government to guarantee spending the same per head on public transport in the North as they do in London (currently £903 per year); this would truly be 'levelling up'.

ITEM OF BUSINESS NO. 7 – NOTICE OF MOTION REGARDING “HS2 BETRAYAL”

2. Amendment to be moved by Councillor Andrew Sangar, seconded by Councillor Mohammed Mahroof

That the Motion now submitted be amended as follows:-

- 1. the deletion of paragraph (i) and the addition of a new paragraph (i) as follows:-
 - (i) notes that the two largest parties on Sheffield City Council have both committed themselves to completing the HS2 project in full;
- 2. the deletion of paragraph (k) and the addition of a new paragraph (k) as follows:-
 - (k) believes that Green Party opposition to HS2 has muddied the waters of the whole debate on the role that public transport, and rail in particular, has to play in moving to a net zero carbon

transport system, and given political cover to a large government cut to public transport investment for Sheffield;

3. the addition of a new paragraph (l) as follows and the re-lettering of original paragraph (l) as a new paragraph (m):-

- (l) also believes that by bringing High-Speed rail to Yorkshire, the Government would also free up railway capacity to allow more freight services to operate on our railways, taking lorries off of our roads and benefiting the environment;

4. the addition of new paragraphs (n) to (z) as follows:-

- (n) notes, with enormous disappointment, the decision to cancel the high-speed rail link from Sheffield to the Midlands as a huge setback for the city of Sheffield;
- (o) notes the huge capacity constraints on the line between Sheffield and Leeds;
- (p) notes that this constrains the ability to put more goods on rail rather than road that will hamper efforts to meet our carbon net zero goals;
- (q) believes that the health of many Sheffielders, particularly on the east of the city, will continue to suffer from the harmful effects of poor air quality as fewer goods movements will be able to be moved from road to rail;
- (r) believes that for all this Government's talk about 'the Northern Powerhouse' and 'levelling up' they are still making disgraceful decisions like this one which will see Sheffield cut off from the high-speed train network;
- (s) believes this is another example of the Government failing to support our communities and our city, harming our city's potential for future economic prosperity and development compared to our neighbouring cities of Leeds and Manchester;
- (t) believes that Sheffield not being a part of the High-Speed network will only encourage people into their cars and cause environmental damage;
- (u) believes that the Government should reconsider and needs to support the full implementation of High-Speed Rail and the so called 'Northern Powerhouse Rail'; this should be done with far tighter financial controls and increased accountability than there has previously been to ensure that these projects are value for money;

- (v) believes that both the Government and this Council should address problems with implementation to ensure that the complete HS2 network opens as early as possible to meet our decarbonisation goals while minimising the destruction of precious UK habitats and woodland;
- (w) also notes, with disappointment, the Government's decision not to give funding to restore the Sheaf Valley Line, a key route in our city that if fully developed could take hundreds of vehicles off our roads daily, helping us tackle the menace of both traffic and air pollution that many of our local communities around the Sheaf valley face;
- (x) however, believes that this Council needs to do more to promote railways and that the Co-operative leadership have not adequately fought Sheffield's corner and made arguments central Government could not ignore for Sheffield's full inclusion in HS2;
- (y) believes this is also a failure of the political leaders of South Yorkshire, who by not working together to promote our region have contributed to this decision being taken; and
- (z) requires that the Chief Executive write to the Transport Minister expressing this Council's disappointment and desire to see the HS2 cancellation decision reconsidered.

3. Amendment to be moved by Councillor Douglas Johnson, seconded by Councillor Maroof Raouf

That the Motion now submitted be amended by the deletion of all the words after the words "That this Council", and the addition of the following words:-

believes that:-

- (a) the national HS2 project was always a white elephant and a diversion from the much-needed improvement of public transport that was and is needed for the many passengers across the region, and not the relatively few commuters to London;
- (b) the huge spiralling costs of HS2 (£106 billion and rising) would have been better spent on improving public transport at the local and regional level; this would have helped more people in their daily commute, education, shopping and leisure trips;
- (c) successive Labour, Coalition and Conservative Governments have let down the people of Sheffield, not through the cancellation of HS2, but in their lack of investment over decades in local and regional services, and their ongoing support for privatised public transport;

- (d) there is a huge scope to reduce the need for business travel through greater use of video conferencing, as we have learned through the pandemic;
- (e) the environmental damage already caused and still proposed by the HS2 project to ancient woodlands and biodiversity is in conflict with the spirit and substance of the Nature Emergency passed by this Council earlier this year;
- (f) developing capacity on existing lines through improved trains, additional lines on existing routes, electrification and signalling is a better investment of government funds than HS2;
- (g) new public transport services are needed, but these are local and regional services such as a new service to Stocksbridge, reopening Victoria station and upgrading the Barrow Hill line; plus services to Heeley, Millhouses and Totley; the city's hospitals and through Rotherham to Doncaster; full electrification of the Woodhead line to increase capacity between Sheffield and Manchester; and improvement of the line and rolling stock on the Penistone Line between Sheffield and Huddersfield;
- (h) private ownership of rail has driven up the cost of tickets meaning that the cost of air travel can be cheaper between some cities, and UK train tickets are more expensive than on the continent;
- (i) free or affordable local public transport is a worthier goal than flag-waving prestige projects like HS2 and would help more people than shaving a few minutes off a trip to London; free public transport has been successfully achieved in Tallinn in Estonia, in Luxembourg and there are further examples across Europe;

That this Council resolves to:-

- (j) work with partners in councils across South Yorkshire and connected towns and cities to develop a united proposal to improve public transport and fares for people in Sheffield and across the region; to present this to the Government as representing our priorities and to stop being dictated to by top-down transport policies like HS2; and
- (k) lobby for the Government to guarantee spending the same per head on public transport in the North as they do in London (currently £903 per year); this would truly be 'levelling up'.

ITEM OF BUSINESS NO. 8 – NOTICE OF MOTION REGARDING “PROTECTING PATIENTS AND STAFF AFTER NHS CHANGES”

4. Amendment to be moved by Councillor Steve Ayris, seconded by Councillor Joe Otten

That the Motion now submitted be amended as follows:-

1. the deletion of paragraph (a) and the addition of a new paragraph (a) as follows:-
 - (a) recognises that the Health and Care Bill seeks to remove barriers to integrating services to improve health outcomes and reduce health inequalities, but believes it fails to do so by only paying lip service to social care;
2. the deletion of paragraphs (g) and (h), the addition of new paragraphs (g) to (k) as follows, and the re-lettering of original paragraphs (i) to (r) as new paragraphs (l) to (u):-
 - (g) notes with dismay that the Bill, as drafted, would result in this Government breaking its manifesto pledges not to raise national insurance tax and that no-one would have to sell their home to pay for care;
 - (h) believes that the Health and Care Bill seeks to raise taxes on low and middle income families, with the prospect of them losing their homes to fund care costs and does nothing to increase social care quality or capacity;
 - (i) furthermore, notes that the Health and Care Bill makes no mention of the millions of unpaid carers in the UK who are twice as likely to suffer from ill health as a result of caring;
 - (j) condemns the power grab by the Secretary of State within the Bill that includes the power to abolish arm's length bodies and to approve or reject ICS Chairs, rather than protecting the independence of the NHS;
 - (k) welcomes the Healthier Communities & Adult Social Care Scrutiny & Policy Development Committee's decision to establish a Scrutiny ICS Liaison Group to monitor the development of the South Yorkshire Integrated Care System to ensure local Sheffield-place scrutiny by elected Members is integrated within the SYICS Framework;
3. the deletion of original paragraph (p)(iii) [new paragraph siii], the addition of new sub-paragraphs (iii) and (iv) as follows, and the re-lettering of original sub-paragraph (iv) as a new sub-paragraph (v):-

- (iii) that the Government should establish a cross-party NHS and Care Convention to find a fair and equitable long-term funding solution for the NHS and social care, so that everybody gets the high-quality healthcare they deserve;
 - (iv) therefore that the Government should put on hold the Health and Care Bill until proper social care reforms are brought forward;
- 4. the addition, in original paragraph (q) [new paragraph t] of a new sub-paragraph (i) as follows, and the re-lettering of the original sub-paragraphs (i) to (vi) as new sub-paragraphs (ii) to (vii):-
 - (i) that the NHS must ensure that the health and wellbeing of unpaid carers are taken into account when decisions are taken concerning the health and care of the person for whom they care;
- 5. Amendment to be moved by Councillor Alexi Dimond, seconded by Councillor Angela Argenzio

That the Motion now submitted be amended as follows:-

- 1. the deletion of paragraphs (a) and (b) and the addition of new paragraphs (a) and (b) as follows:-
 - (a) believes that the Health and Care Bill seeks to entrench NHS privatisation and recognises this is yet another top-down reorganisation of the NHS;
 - (b) believes the health and wellbeing of the population is threatened by the Health and Care Bill allowing private companies to have representatives on local health boards and that the removal of compulsory competitive tendering process for health services will mean that contracting out to the private sector without checks will be far easier;
- 2. the addition of the following words at the end of paragraph (i):-

“; furthermore, notes that, as drafted, the Bill would award 138 new powers to the Health Secretary including to intervene if he sees fit in local plans to reconfigure services, and would abolish the 106 Clinical Commissioning Groups (CCGs) across England and replace them with just 42 Integrated Care Systems (ICSs) that are led by chairmen appointed by the Health Secretary, and recognises that this is in conflict with decision making being made at the most local and appropriate level.”;
- 3. the addition of the following words at the end of paragraph (j):-

“; and notes that the Bill, as drafted, will repeal the section of the Care Act 2014 that requires local authorities to carry out social care needs assessments before a patient is discharged from hospital.”;

4. the addition of the following words at the end of sub-paragraph (p)(ii):-
“and therefore supports the Campaign for the NHS Reinstatement Bill.”.

ITEM OF BUSINESS NO. 9 – NOTICE OF MOTION REGARDING “BETTER BUSES FOR SHEFFIELD”

6. Amendment to be moved by Councillor Ben Miskell, seconded by Councillor Ben Curran

That the Motion now submitted be amended by the deletion of paragraphs (e) and (f), the addition of new paragraphs (e) to (g) as follows, and the re-lettering of the original paragraphs (g) & (h) as new paragraphs (h) and (i) as follows:-

- (e) notes that the previous Administration has consistently, and repeatedly, called for the South Yorkshire Mayor to start the process of franchising, but that as part of this process the financial implications must be clarified as to what impact this will have on the Council’s finances and on the city’s taxpayers;
- (f) notes that this current Administration is working collaboratively on implementing lessons learnt from the comprehensive review of bus services in South Yorkshire, conducted by Clive Betts MP - looking at fares, services, integration with other transport, and conversion to zero-emissions vehicles;
- (g) believes that we need to actively encourage people back onto the buses, and that the Government must recognise the need for increased support - for our Supertram and rail networks - as well as our buses.

7. Amendment to be moved by Councillor Ruth Mersereau, seconded by Councillor Martin Phipps

That the Motion now submitted be amended by the addition of new paragraphs (i) to (v) as follows:-

- (i) believes that for buses to offer a fast and reliable alternative to private car usage, greater road priority needs to be given to buses;
- (j) believes that whilst the funding and delivery of Connecting Sheffield schemes are important for this, more needs to be done in addition to this to improve public and active transport infrastructure;

- (k) notes that millions of pounds could be raised per year, ring-fenced for transport improvements, through a Workplace Parking Levy (WPL) for medium and large employers, and that in Nottingham this raised £64m for transport improvements in its first 7 years;
- (l) notes that a WPL works by charging employers who decide to offer parking to staff with cars a set charge per parking space, with the safeguard of a 100% discount for all employers with 10 or fewer parking spaces;
- (m) notes that the charge per liable car parking space is currently £428 a year in Nottingham, equivalent to a charge of £1.17 per day for a car parking space;
- (n) notes that exemptions to local emergency services, NHS frontline staff and blue badge parking can be set;
- (o) notes that Nottingham was able to extend its tramline, more than doubling its network, due to matched funding thanks to the WPL;
- (p) notes that grants of up to £25,000 to businesses to improve their cycling and walking, public transport and ultra low emission vehicle infrastructure are available in Nottingham, funded by the WPL;
- (q) believes that all groups have shown support for "implementing" the commissioned Arup report on "Pathways to Zero Carbon in Sheffield";
- (r) believes that investing the millions of pounds that could be generated a year through a WPL into active and public transport would be a real boost for the city: for the health and well-being of residents, in reducing our carbon footprint and air pollution and to the city's economy, with retail and businesses benefiting from the improved links;
- (s) believes that implementing a workplace parking levy and using the funds raised to improve public and active transport infrastructure is precisely the kind of policy called for in the Arup report's prioritised action to "Revolutionise transport patterns";
- (t) notes the Arup report highlights how solely relying on the transition of cars to electric should not be seen as the way forward, as this will not deliver the health, congestion, road safety, air quality or economic benefits that improvements to active and public transport would;
- (u) notes that Nottingham City Council have a blueprint of how a WPL can be delivered due to their work, and are able to assist with the design, delivery and, optionally, the running of the levy; and
- (v) requests the Administration to take steps to implement a Workplace Parking Levy, starting by producing a report to be presented to the Co-operative Executive, to enable greater investment in public and active

transport, which is crucial in decarbonising our city and achieving our aims to be net zero by 2030.

8. Amendment to be moved by Councillor Richard Shaw, seconded by Councillor Mike Levery

That the Motion now submitted be amended by the addition of new paragraphs (i) to (p) as follows:-

- (i) notes with concern the ongoing reduction in bus services given the importance of frequency and reliability to passengers, fears that at least some service reductions will become permanent, and states that this is a self-defeating action, and calls upon the Administration to lobby against such proposals;
- (j) furthermore notes, with disappointment, the recent news that the Sheffield Supertram has announced it is reducing the frequency of its services by up to 50% due to a temporary shortage of drivers;
- (k) believes that in many industries across the country, driver shortages are having an impact on our services and public transport and that this is in part due to the negative effects of Brexit on our economy;
- (l) calls upon public transport operators to 'pull out all the stops' to get new drivers recruited and trained to make sure this disruption to services is short;
- (m) believes that Sheffield Trams could also benefit from more local control and calls for local and regional bodies to investigate ways this could be brought forward;
- (n) welcomes the news that since the publication of the main opposition group's original motion, the Leader of this Council has decided to take action and hold a meeting with transport operators, but fears this may be too little too late in view of what this Council believes to be 10 years of in-action from his party on local transport;
- (o) calls once again on the Administration to give notice to withdraw from the Sheffield Bus Partnership Agreement, which has, this Council believes, proven to be a "Bus Cuts" partnership agreement; and
- (p) believes that this Council should work to improve all of Sheffield's public transport and needs to make sure services are integrated and work together to make local public transport work for the people who need it.