

Transport, Regeneration and Climate Policy Committee

Thursday 15 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 Julie Grocutt
Councillor Mazher Iqbal
Councillor Christine Gilligan
Kubo
Councillor Andrew Sangar
(MBE)
Councillor Ian Auckland
Councillor Craig Gamble Pugh

Councillor Dianne Hurst
Councillor Ruth Mersereau
Councillor Richard Shaw



PUBLIC ACCESS TO THE MEETING

The Transport, Regeneration and Climate Change Policy Committee discusses and takes decisions on:

City Centre and Central Area Portfolio Development: Heart of the City 2; and City Centre and Central Area major developments.

Investment, Climate Change and Planning: Regeneration; Strategic Development; Sustainable City; Flood Protection; Building standards and public safety; Planning policy; and Strategic transport sustainability and infrastructure.

Meetings are chaired by the Committees Co-Chairs Councillors Grocutt and Iqbal.

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 [Transport, Regeneration and Climate Change Policy Committee 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.

**TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA
15 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 7 - 10)
Members to declare any interests they have in the business to be considered at the meeting
 - 5. Minutes of Previous Meeting** (Pages 11 - 34)
To approve the minutes of the Extraordinary meeting of the Committee held on 3rd November 2022 and the last meeting of the Committee held on 24th November 2022.
 - 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
 - 7. Work Programme** (Pages 35 - 58)
Report of the Interim Director of Legal and Governance
- Formal Decisions**
- 8. Levelling Up Fund - Update Castlegate** (Pages 59 - 72)
Report of the Executive Director-City Futures.
 - 9. Car/Permit-free development: parking permit policy** (Pages 73 - 82)
Report of the Executive Director-City Futures.
 - 10. Local and Neighbourhood Transport Complimentary Programme and Road Safety Fund Programmes - 22/23 delivery update** (Pages 83 - 94)
Report of the Executive Director-City Futures.
 - 11. Double Yellow Lines 22/23 programme** (Pages 95 - 134)
Report of the Executive Director- City Futures.
 - 12. Part-time advisory 20mph speed limits outside schools** (Pages 135 - 144)

- Report of the Executive Director-City Futures.
- 13. Highfields 20 mph TRO objections** (Pages 145 - 158)
Report of the Executive Director-City Futures.
- 14. Deerlands 20 mph TRO objections** (Pages 159 - 172)
Report of the Executive Director-City Futures.
- 15. Batemoor 20 mph TRO objections** (Pages 173 - 188)
Report of the Executive Director-City Futures.
- 16. Waterthorpe 20 mph TRO objections** (Pages 189 - 206)
Report of the Executive Director-City Futures.
- 17. Norton Lees 20mph objections** (Pages 207 - 224)
Report of the Executive Director-City Futures.

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 8 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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Transport, Regeneration and Climate Policy Committee

Extraordinary Meeting held 3 November 2022

PRESENT: Councillors Julie Grocutt (Co-Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Dianne Hurst, Ruth Mersereau, Richard Shaw and Bryan Lodge (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 An apology for absence was received from Councillor Mazher Iqbal. Councillor Bryan Lodge attended as a substitute member.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 No items were identified where resolutions may be moved to exclude the public and press.

3. DECLARATIONS OF INTEREST

3.1 There were no interest declared at the meeting.

4. PUBLIC QUESTIONS AND PETITIONS RELATING TO THE ISSUE TO BE DISCUSSED

4.1 Question from: Anthony Clitheroe

Dear Sir / Madam,

Further to the publicised opportunity to submit questions to the Special Transport, Regeneration and Climate Policy Committee due to sit on Thursday 3 November 2022 we have a particular interest in the employment land allocations set out in the Draft Local Plan and would be grateful for responses to the following questions:

- Are Members of the Committee satisfied that the draft Local Plan makes sufficient provision for employment land?
- The National Planning Policy Framework states that “planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt” and that “planning policies and decisions should recognise and address the specific locational requirements of different sectors”, including “storage and distribution operations at a variety of scales and in suitably accessible locations”. This is particularly pertinent given the significant need for storage and distribution facilities along the M1 corridor. Please can Members of the Committee identify where the suitably located storage and distribution sites are in the draft Local Plan?
- It is evident from the draft Local Plan that there is a shortfall in employment

provision and that this will be addressed through windfall and recycling of sites. Are Members of the Committee satisfied that this will create a strong and prosperous Sheffield economy?

- Is the Sheffield Logistics Study referred to in the Endorsement of the Publication Draft Sheffield Local Plan ('The Draft Sheffield Plan') document publicly available?
- Please can Members of the Committee explain how sites have been identified and allocated and the process going forward?

We look forward either to your responses, or the protocol for raising questions in person.

Kind Regards,

Anthony

The Chair stated that the draft Plan identifies an employment land requirement for the plan period of 195.5 hectares (across 17 years), representing 11.5 hectares per year. The Draft Plan identifies a supply that represents **13.4 years'**, only **3.6 years'** short of the plan period. Given that the plan will be reviewed within 5 years and new sites are likely to come forward (either through 'windfall' permissions or by identifying new sites, many through 'churn'), we consider that the level of supply will be sufficient to meet needs over the plan period.

Any of the site allocations listed that are identified as potentially available for B8 development will be potentially suitable for storage and distribution. However, we recognise that some locations are more suited to logistics use than others.

The Draft Plan identifies an employment land supply that represents **13.4 years'**, only **3.6 years'** short of the plan period. Given that the plan will be reviewed within 5 years and new sites are likely to come forward (either through 'windfall' permissions or by identifying new sites, many through 'churn'), we consider that the level of supply will be sufficient to meet needs over the plan period.

This document will be available at the formal public consultation stage.

Sites have been identified through a variety of sources – planning permissions, surveys, call for sites. The starting point is to assess whether the sites comply with the overall spatial strategy agreed by the Cooperative Executive in February 2022. We also take account of the finding in documents such as the Employment Land Review in terms of the suitability of the site for different employment uses.

5. ENDORSEMENT OF THE PUBLICATION DRAFT SHEFFIELD LOCAL PLAN ('THE DRAFT SHEFFIELD PLAN')

- 5.1 The Committee considered a report of the Executive Director – City Futures. The content of the report was intended to go through the committee process and finally to full Council to seek approval to consult on Sheffield's Publication Draft Local Plan ('The Sheffield Plan'). It summarised the benefits of the Local Plan and outlined the process that should enable the Plan to be adopted by the end of

2024. The Committee was also asked to endorse the public consultation strategy on the Publication Draft Plan.

The Service Manager Strategic Planning Simon Vincent advised members that he wished to talk about the main elements of the Sheffield Plan and covered:

- Background
- Comments on the Sheffield Plan Issues & Options
- Draft Sheffield Plan documents
- Overall Vision, Aims and Objectives
- Overall Growth Plan – housing and employment
- Spatial Strategy – Accommodating the Future Growth
- Development management policies
 - Policies Map and the Policy Zones
 - Development viability – balancing competing priorities: affordable housing; carbon emissions; accessible & adaptable housing
- Public consultation strategy
- Next steps after public consultation – the route to adoption

5.2 **RESOLVED:** That the Transport, Regeneration and Climate Policy Committee:-

- (a) Endorses the Publication Draft Sheffield Plan for the purposes of public consultation;
- (b) Endorses the consultation programme for seeking the public's view on the Publication Draft Sheffield Plan;
- (c) Endorses the list of 'submission documents' as defined in paragraph 4.3.3 and listed in paragraph 4.3.4 that will form part of the public consultation.
- (d) Refers this report to the Strategy and Resources Committee for their consideration in advance of seeking full Council's approval of the Publication Draft Plan, the consultation programme and the list of 'submission documents'.
- (e) Requests that any 'schedule of suggested amendments' (referred to at paragraph 1.11.2) compiled after the consultation of the Publication Draft Sheffield Plan be approved by the Strategy and Resources Committee and full Council prior to submitting the relevant documents to the Government.
- (f) Recommends that, in due course, full Council delegates authority to the Chief Planning Officer, in consultation with the Chair, deputy chair and spokesperson of this committee, to approve any non-material amendments to the Publication Draft Sheffield Plan and consultation programme prior to public consultation and any adjustments to the list of submission documents set out in paragraph 4.3.4.

The above recommendations were voted on in turn and were as follows:

Recommendation a) 7 in favour, 1 against and 1 abstention.

Recommendations b), c), d), e) and f), all members were in favour therefore all were carried unanimously.

5.3 **Reasons for Decision**

- 5.3.1 Once adopted, the new Sheffield Plan will make a major contribution to the future development of the city and will guide development over the next 15-20 years. The content of the Draft Plan and the public consultation programme take account of the risks and alternative options set out in section 5.4.
- 5.3.2 The documents that are the subject of this report (Part 1: Strategy, Sub-Area Policies and Site Allocations, Part 2: Development Management Policies, Annex A: Site Allocation Schedule, Annex B: Parking Guidelines, Policies Map and Glossary) comprise the draft development plan documents for Sheffield. It is published under Regulation 19 of the Town and Country Planning (Local Planning) (England) Regulations 2012 (as amended). The submission documents will include such documents as fall within the definition at Regulation 17 (as quoted in paragraph 4.3.3) and which are listed at paragraph 4.3.4.
- 5.3.3 The documents represented the Council's firm proposals for the development of the city over the period to 2039. Public consultation, seeking views on the 'soundness' of the Plan would take place before it was submitted to the Government for public examination.
- 5.3.4 Several important factors had determined the growth plan and overall spatial strategy proposed in the Draft Sheffield Plan:
- a) Under the National Planning Policy Framework (NPPF), strategic policies in the local plan do not have to meet the objectively assessed needs for housing and other uses if expansion of the urban areas is constrained by Green Belt. The Green Belt Review shows that almost all the land designated as Green Belt continues to perform at least one of the purposes of Green Belt.
 - b) Releasing greenfield land in the Green Belt for development *now* has a high risk of undermining efforts to reuse the substantial supply of brownfield sites in the City Centre and other parts of the urban area. It would also cause significant harm to the city's biodiversity and would undermine the city's reputation as the 'Outdoor City'. The adverse impacts of meeting the full need therefore significantly and demonstrably outweigh the benefits of meeting the need for housing and other development when all factors are considered.
 - c) Employment land needs can be met within the existing urban areas. Allocated sites and sites with planning permission provide almost 14 years supply of employment land. Additional supply required to meet needs to 2039 will be met through 'churn' of land ('windfalls') within existing employment areas.
 - d) Demographic analysis by Icen Projects (see paragraph 1.6.5-1.6.7 above) shows that the city's economic growth plans require an annual housing requirement within the range 1,994-2,323 homes per year and that this can

be achieved by developing land within the existing urban areas. No harm would therefore be caused by setting the housing requirement at the level (2,100 homes per year) proposed in the Draft Plan.

- e) Proposed allocated Housing Sites and sites with planning permission provide capacity for 27,805 homes (equivalent to over 13 years supply based on the proposed housing requirement in the Draft Plan). Windfalls and developable land (particularly within identified 'Broad Locations for Growth') will provide sufficient supply to last to 2039.
- f) There are clear benefits in terms of reducing carbon emissions by focussing a large proportion of the housing growth in higher density developments in the Central Sub-Area – where there are greater opportunities to walk, cycle or use public transport to access, jobs, shops and services. Developing sites on the edge of the built-up areas leads to a greater need to travel and potentially requires new transport infrastructure.
- g) Adopted local plans elsewhere in South Yorkshire and Derbyshire currently provide 'headroom' in terms of meeting the Government's annual housing need figure across the wider city region.

5.3.5 The development management policies in the Draft Plan take into account the viability of development and strike an appropriate balance between different plan objectives – in particular, reducing carbon dioxide emissions, delivery of affordable housing and provision of wheelchair adaptable and accessible dwellings.

5.4 **Alternatives Considered and Rejected**

5.4.1 All local planning authorities are expected produce a local plan for their area. The Government has stated its intention to intervene in plan-making where a local planning authority fails to produce a plan and keep it up to date. In effect, this would mean the Government would take over planning for the area if the Sheffield Plan is not produced.

5.4.2 Under the latest Government statements, local planning authorities will be required, as a minimum, to ensure that there is a plan in place which addresses the *strategic priorities* for their area (e.g. housing need). The strategic plan can be produced by local planning authorities working together or independently, in the form of a joint or individual local plan. They may also be produced by an elected Mayor or combined authority in the form of a spatial development framework (where plan-making powers have been conferred). Currently, although some discussion has taken place, none of these alternative arrangements have been agreed between the authorities in the Sheffield City Region as part of the duty to cooperate. They could, however, provide an alternative way of planning for the city and the wider city region in the future.

5.4.3 The Draft Sheffield Plan includes strategic priorities but also includes local policies which allocate sites and deal with more detailed development management issues. Local policies are also produced in neighbourhood plans prepared by a neighbourhood planning group (a parish or town council, or a neighbourhood forum). Two neighbourhood plans have already been adopted but, currently, only a handful of neighbourhood plans are being prepared in Sheffield. The number

could, however, rise in the future. But it's unlikely that full coverage will be achieved across the city, meaning there will continue to be a need for local policies prepared by the City Council.

- 5.4.4 The various alternative options regarding the scale and location of future development have already been described in section 1 above. Public consultation on the Issues and Options has enabled all the key strategic options to be fully considered. We have highlighted the key choice about whether Sheffield should seek to meet all its own housing needs within the district or seek to accommodate some of it elsewhere in the city region. It is worth noting that Rotherham, Barnsley and North East Derbyshire Councils have already deleted land from the Green Belt in order to meet their own housing needs. The Draft Sheffield Plan proposes to provide sufficient new homes to support the city's jobs growth economic aspirations. Providing more homes in line with the Government's objectively assessed need figure would mean either providing more land for employment uses or lead to outward commuting from Sheffield as people take up jobs in neighbouring districts. The option of providing more land is restricted by the Green Belt.
- 5.4.5 The main alternative to consider with many of the development management policies and site allocations is whether to have them or not. However, for a number of the policies, economic viability considerations have meant that choices have had to be made between the achievement of better design standards and delivery of higher numbers of affordable homes.

SHEFFIELD CITY COUNCIL

Transport, Regeneration and Climate Policy Committee

Meeting held 24 November 2022

PRESENT: Councillors Mazher Iqbal (Co-Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Dianne Hurst, Richard Shaw and Maroof Raouf (Substitute Member)

1. APOLOGIES FOR ABSENCE

1.1 Apologies for absence were received from Councillor Julie Grocutt and Councillor Ruth Mersereau. Councillor Maroof Raouf attended as a substitute member for the committee.

2. EXCLUSION OF PRESS AND PUBLIC

2.2 **RESOLVED:** That the public and press be excluded from the meeting before discussion takes place on the part 2 report of item 12 and 14 on the agenda 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 paragraph 3 of Schedule 12A to the Local Government Act 1972, as amended.

3. DECLARATIONS OF INTEREST

3.3 Councillor Ian Auckland declared a personal interest in item 5 on the agenda Public Questions and Petitions, as he was a member of the Royal Society for the Protection of Birds (RSPB).

3.4 Councillor Craig Gamble-Pugh declared a personal interest in item 11 on the agenda, Decarbonisation Route Maps update, as he was the Director of Company at the South Yorkshire Climate Alliance.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 The Policy Committee received a petition "Swift Bricks". Nicola Gilbert attended the meeting and presented the petition to the committee.

The petitioner explained that Swifts had been on earth for 72 million years, but they would become extinct in the next 30 years if they were not provided with permanent nesting opportunities now. Swifts had declined by 60% since 1997 and the main cause of this was nest destruction by eaves being blocked up in the fitting of modern soffits and fascias to buildings.

Ms Gilbert talked about how the installation of modern fascias and soffits to buildings meant historic nests in eaves of homes were lost and how the local swift groups worked to stop scaffolding being erected in nesting season, which

could threaten colonies of swifts returning to nests. Ms Gilbert explained how they watched the swifts continuously crash into scaffolding trying to enter their nests, many would break their wings and even die. Ms Gilbert explained that the group had had success by halting work taking place if swifts were nesting.

The group had worked with Sky-House to install 50 permanent bricks at Oughtibridge Mill like elsewhere in the country. Ms Gilbert explained that there were many brands of the brick and it was contained within the building, for life and was maintenance free, cheap and easy to install. The importance of the brick was unquestionable to the survival of the birds. There were still pockets of swift colonies in Sheffield and if there were no holes, there would be no nests, no chicks and no Swifts.

The Chair thanked the petitioner for her passionate speech.

The Chair advised Policy GS5 in the Draft Local Plan 'Development and Biodiversity' included a clause (part I) that required developments to "incorporate design features that enhance biodiversity". In the definition section of the policy, it was indicated that this "*could include, for example, green roofs, bird and bat boxes, hedgehog holes in walls and fences, water features, planting native or wildlife-attracting trees, shrubs, wildflowers etc.*" In response to the petition, it would be suggested adding 'Swift bricks' to the list of examples. This would be proposed as an amendment to the Draft Plan in the report to full Council on 14th December.

It was recognised that the provision of nest sites was an important factor in helping to boost swift numbers but it wasn't felt appropriate to include a *specific policy* solely on swift bricks in the Local Plan because this would involve a level of detail that goes beyond what is appropriate in a statutory development plan. A case could be made for having policies on the creation of habitats for any number of endangered species, so felt the appropriate approach was to have a general policy that required the inclusion of appropriate design features. This meant the approach to biodiversity design features could be tailored on a site-by-site basis. Whilst acknowledging that other local authorities have included a specific policy on swift bricks, SCC were mindful of Government advice to avoid overly long plans.

Due to the complexity of planning issues and number of development sites in Sheffield, the Sheffield Plan was already lengthy.

In due course, it was intended to produce a supplementary planning document (SPD) on planning for biodiversity. This would provide further guidance for developers on how biodiversity net gain requirements would be applied in Sheffield but envisaged it would also include more detailed advice on biodiversity design features, including, for example, Swift bricks.

The Chair agreed that ongoing dialogue should take place with the group and that it be a start of a relationship. The Director of Investment, Climate Change and Planning advised that there was an opportunity to explore further and would welcome more details.

- 4.2 The Policy Committee received a petition “Crossing at junction of Birley Spa Lane and Jermyn Crescent”. Jayne Mason attended the meeting and presented the petition to the committee.

The petitioners explained that they had created the petition as a way of getting a pedestrian crossing installed at the junction of Birley Spa Lane and Jermyn Crescent since a young boy was knocked over on there recently. Historically there had been a school crossing patrol warden situation on Birley Spa Lane and is the only crossing point for pedestrians and is the main access for both primary schools in the area. At present it is not recognised as a crossing area and was unfortunately the main crossing point for children, hence why a boy was knocked over. There was limited signage in the area to highlight that there are schools in the area. There used to be a school crossing patrol warden but not for the last 4 years. The current signage only states crossing patrol but did not highlight the schools in the area and children crossing. There was currently a vacancy for the crossing patrol warden and this had been vacant for quite some time. The area was a main heavy bus route and had an issue with vehicles speeding. The proposal was for a zebra crossing as the vacancy for a crossing patrol warden has not been filled, but they were aware that the request had been placed on a master list due to budgeting. Ms Mason also advised that they wanted it highlighting to drivers that it was a crossing point and to put some temporary measures in place in the meantime to make it safe for the children, such as making the road around to and leading up to the schools a 20mph zone and also to remove the school crossing patrol signs. The crossing point was also used by the elderly and disabled. It was advised that the local school Birley Spa Academy would also like to be involved with any extra safety measures put in place.

The Chair thanked the petitioners for bringing this issue to the committee.

The Chair stated that Ms Mason contacted the Transport Planning department directly in September and received a response directly from John Priestley.

As with all other requests, the request would be assessed in the next rounds of requests where it would then be considered, with the other assessed sites, when future programmes of work were being developed. We were not able to confirm at this time if and when any future works for a pedestrian crossing would be carried out at this location.

The Chair also advised that the council would be looking at how the council can accelerate the School Streets project and would like to see where this fits within that. The Chair also would like to understand how long the school crossing patrol role had been vacant and a written answer would be provided to this aspect. The local ward councillor would also be made aware of the issue, so that they are able to get involved. The Chair advised that he would be more than happy to come along and have a look with the local ward councillors to see how the area can be made safer. To manage expectations, the Chair advised that requests such as these came from all over the City, with very similar issues. The Chair did say that outside of London, Sheffield was one of the worse areas

for road accidents and fatalities within to 0–15-years age bracket.

The Chair gave a commitment that it would be assessed.

The Head of Sustainable Transport and Infrastructure advised that school crossing patrol wardens could be difficult to recruit to due to the pattern of the working hours.

- 4.3 The Policy Committee received a petition “Amendment to bollards on Ruby Lane Estate to prevent off road bikers”. Samantha Nicholson attended the meeting and presented the petition to the committee.

Ms Nicholson explained that since the creation of Ruby Lane estate, the bollards between Redwood Lane and Westfield Crescent, whilst preventing cars from cutting through the estate, it did not prevent bikes from using this as a rat run. Off road and illegal bikes were tearing through the estate day and night. Miller Homes had refused to carry out any further work, so therefore the petition was brought to ask the council to look at the design of the bollards. The bollards were not fit for purpose and padlocked down.

The Chair stated that the current site layout could be seen in the attached photos, gave a clear idea of what were being dealt with. 6no. bollards to block the highway, narrowing the footpaths either side. The 4 in the highway were removable, this allowed access for emergency services and maintenance vehicles.

Due to the grassed area on the left, it was easy to get a car between the property and the bollard let alone a quadbike. So it was very easy for off road vehicles/motorbikes/cars to get through if they really wanted.

If another bollard was provided on the pavement to the left of the picture, unless the residents garden was fenced off then there would still be nothing to stop vehicles running through the area.

The estate was not yet adopted (checked 23.11.22) there was a significant snagging list that our Highways Development Team had given to Miller Homes and adoption was still likely to be some months away.

The Council would not consider any works while the estate is unadopted.

The council had notified local councillors and Clive Betts that even when adopted there was no easy solution here. Bollards needed to have a minimum gap to allow legitimate users to access the area – pushchairs, cycles, mobility scooters etc.

The Chair advised that he was not familiar with the area but was happy to come and have a look.

The Head of Sustainable Transport and Infrastructure explained that lockable bollards used a standard key that the emergency services could unlock. It was

advised that the issues would be taken away and discussed with Highway Control colleagues but did say there would be a challenge in the design as areas needed to be left open for all users to access, but this can bring anti-social behaviour.

The Chair also suggested talking to South Yorkshire Police regarding the anti-social behaviour, as they now had a unit that dealt with these issues. The Chair advised that the petitioner would receive a fuller response in due course.

4.4 The Policy Committee received a petition "Safe Street – Crookes and Walkley". There was no speaker to this petition. The petition was noted, and the petitioner be provided with a written response in respect of the issue.

4.5 The Policy Committee received 10 questions from 10 different members of the public. 5 members of the public did not attend the meeting to ask their question therefore would be provided with a written answer.

4.6 Question from: Jennifer Carpenter

The following question is asked on behalf of South Yorkshire Climate Alliance:

"The SCC Governance Committee Report dated 22 February 2022 on the Committee System Structure recommended in Section 6.2 that committees adopt an Engagement Toolkit to enhance public engagement, participation and communications.

With this expectation in mind, and in view of the high level of public engagement that will be necessary to successfully implement the decarbonisation route maps, will this Committee undertake to implement the Engagement Toolkit in respect of the route maps with immediate effect? This would aid its own objectives with the route maps, and would provide valuable learning for all the other SCC Committees."

The Chair agreed that public engagement would be crucial to the delivery of the decarbonisation route maps. The approach to engagement was to be discussed within the body of the report being presented today. The Council's current approach was to use the LGA's New Conversations Guide, which was the industry standard for Local Government. The Sustainability and Climate Team received training from Involve as part of their Local Climate Engagement Programme, and would also be using the framework and resources that this had provided, to deliver the best possible engagement within the available resources.

4.7 Question from: Anthony Wood

1) Firstly, in recommendation d) *Note that the resources identified in the Gateway to Sheffield LUF bid for the creation of development plots will be used in the first instance to make good two buildings on the Castle Site;* we have been informed at a consultation event that the two buildings referenced are the Mudford Building and Market Tavern, both of which are currently outside the

defined envelope for the LUF funding and not a permissible use of this money.

We would like confirmation that the money currently being spent on the Market Tavern is not being drawn from the LUF fund and that no money will be drawn from it, until approved by the Department of Levelling UP, for any works outside the permitted envelope as this risks causing issues with the entire fund.

2) Could we have confirmation on exactly what Recommendation E is, what the financial implications are and why this doesn't get explained in the report? *"Note the exempt appendix 2 and authorise Officers to seek approval from the Department for Levelling Up Homes and Communities to relocate an element of the project to the Castle Site."*

3) Could the Council please confirm that there will be no reduction in the funds for the public realm, deculverting (including re-naturalisation and fish passage) and archaeology as a result of diverting resources to the Market Tavern and Mudford Buildings? Can the relevant figures in Appendix 2 be shared with us to substantiate this?

4) Could the Council also confirm whether discussions have been held with the Frehiwet Eritrean Restaurant and Andalus Community Centre, who currently occupy the Mudford building, and what the outcome of these discussions was?

5) Could the Council also confirm whether the Market Tavern and/or the Mudford Building have been offered to S1 Arts, if so why is this not in the report and why were other community or arts projects such as those already in occupation in Castlegate, not also given an opportunity to bid for them as Council disposal policy would normally require?

The Chair stated in response to each point that:-

1) The works were being funded by revenue and not from the LUF funds.

2) The information in Appendix 2 was commercially sensitive and could not be revealed at present.

3) There was no change in the budget for the public realm, deculverting and heritage. The funding identified for development plots would be used IF the buildings were included as a development plot and approved by DLUHC.

4) Officers had met with the tenants of the Mudford building to discuss the repairs required to this building. It was worth re-iterating that no decisions had been made on the future of these buildings, just that options were being pursued.

5) The buildings had not been offered to anyone, they were Council buildings and the intention was for them to remain in Council ownership.

4.7 Question from: Tawfek Ahmed

1. Regarding Castle Street development, we are a charity and an existing occupier of Mudford's building since 2009, serving a large number of the community mainly vulnerable and disadvantaged people. On a daily basis through funded advice bureau that serves on average 700 beneficiaries every week, why we were not included on any consultations?
2. Since 2009 we have committed large financial investment in the building, which has made the property watertight and useable as a community centre and advice bureau.
3. In this centre we managed to create and fund five full time advisors with the highest possible qualifications, experience and over 30 volunteers. what is your plan towards our projects and our property.
4. will you give us a commitment that we will not be forced out of our building? If not, are you aware of the impact on the particular section of the community that we serve?

The Chair stated in response to each point raised that:

1. Up until now the buildings were not proposed to be part of the levelling up fund proposals. Public consultation ran from the 7th-20th of November but it would have been better if your organisation had been invited to the Castlegate Partnership and this was an oversight for which we apologise.
2. We understand your organisation has spent on the building and having met with you, Officers are working through the detail of this. Nevertheless, there were still issues with the condition of the building that needed further discussion.
3. No decisions had been made on the future of the building other than seeking permission form DHLUC to use Levelling Up Funds to make good the building. The Council recognises the work that your organisation undertakes and the benefit it brings and are committed to ensuring a solution is found to safeguard the the activity carried out by your organisation in the Mudford building. We are equally keen to ensure that the condition of the building does not become a barrier to this delivery by ensuring work to make good this Council owned building is carried out.
4. Securing the immediate future of the Andalus Community Centre is important to the Council, but the conditions of the building if not tackled are a threat to the activity in the building. The future of the Community Centre could be either in a refurbished building once work has been carried out, (recognising that there may be a need to temporarily decant whilst works are undertaken) or in a different location in Castlegate. The

council are committed to working with the Community Centre to find a solution.

5. MINUTES OF PREVIOUS MEETING

- 5.1 **RESOLVED:** - that the minutes of the Transport, Regeneration and Climate Policy Committee on 21st September 2022, were agreed as a correct record.

6. WORK PROGRAMME

- 6.1 The Committee received a report containing the Committee's Work Programme for consideration and discussion. The aim of the Work Programme was 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. It was highlighted that this was a live document and Members input to it was invaluable. Sections 2.1 in the report; References from Council and petitions were noted.

It was confirmed that the Sheaf Valley item on the work programme would be brought back to committee in the summer 2023, subject to resource requirements. A discussion took place around what could be done about officer capacity and it was noted that the work programme was very full.

It was suggested that the Committee put forward comments as part of the Governance Review around the concerns of officer capacity and the amount of work the committee considers in its work programme.

The Chair stated that the Council was in its 13th year of funding cuts and officers were having to pick up more and more work. It was noted that the issue would be raised with the Executive Director-City Futures around the capacity issues, but it was advised that the council had been in discussion with SYMCA to seek more resource support.

The Director of Investment, Climate Change and Planning advised that he recognised the points raised and the work loads going through this committee. The recent work programme session held with officers and members of the committee should be the first of many to ensure that the work programme is being regularly reviewed. It was advised that officers would look at further opportunities with various models through the governance review to increase the revenue budget of the committee.

Members advised that they would welcome a further session on the work programme and the committee should be prioritising the climate work and leading on the response to this.

The Chair advised that Co-Chair Julie Grocutt requested an item be included on the committee's work programme for Speed limit on Rails Road/Bingley Road. This would be included in the work programme for further discussion.

6.2 RESOLVED UNANIMOUSLY: -

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 gave 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; and

that the referrals from Council and Local Area Committees (petition and resolutions) detailed in Section 2 of the report be noted and the proposed responses set out be agreed.

7. DECARBONISATION ROUTE MAPS UPDATE REPORT

7.1 The Committee considered a report of the Executive Director- City Futures regarding the Council's 10 Point Plan for climate action that was adopted in March. The plan provided a framework for how the organisation would act in the short-term and included how we would put climate at the centre of decision-making as well as committing the organisation to working towards reducing Council carbon emissions to net-zero by 2030.

One of the commitments of the 10-point plan was to produce a series of 'route maps' that covered the detailed actions which the council and the city needs to take to support this pathway to net zero.

The report responded to the request made by Members of the Transport, Regeneration and Climate Policy Committee in September to provide an update on the progress that the Council was making in the production of the route maps and the programme for presenting the draft route maps to the Committee for formal approval.

Mark Whitworth – Head of Sustainable City was in attendance to present the report.

Following members questions the key points to note were:

Officers were seeking extra support to help produce the route maps and meet deadlines. It was advised that the recommendations within the route maps would be not delayed until all route maps were presented, it was clear in the 10-point plan that the maps were alliterative and would change where necessary. It was confirmed that the delivery of the plan would be focussed, and progress and action would be reported through the committee.

Timescales were driven by the need to focus on the route maps and officers were liaising with planning colleagues on this. The route maps were produced in

line with other services, for example the 'Our Homes' route map was produced in line with what Housing Strategy were doing.

The Biodiversity plan would be tied in with the Local Plan.

- 7.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

Notes the approach being progressed and delivered including the timing and phasing of the route maps, in line with the milestones that have been agreed in the Councils One Year Delivery Plan (adopted June 2022).

7.3 **Reasons for Decision**

- 7.3.1 Noting the approach set out in this report will enable Officers to continue to work towards achieving the milestone that has been agreed in the Council's One Year Delivery Plan, alongside those in the 10-point plan for climate action.

7.4 **Alternatives Considered and Rejected**

- 7.4.1 Do nothing – this option has been rejected on the grounds that the Council would not be progressing towards its net zero by 2030 target, achieve the objectives of its 10-point plan for climate action or the milestone set out the in One Year Delivery Plan.

8. **LEVELLING UP FUND-UPDATE**

- 8.1 The Committee considered a report of the Executive Director-City Futures, that provided a progress update on the successful Round 1 Levelling Up Fund bids and a summary of the as yet undecided Round 2 Levelling Up Fund Submissions

In addition, the report recommended the acceptance of the recommendations of the recent "Live Works" coproduction workshops for the Gateway to Sheffield Levelling Up Fund activity.

An on-screen presentation was given which showed members the visuals of both the Attercliffe and Castlegate projects. Tammy Whittaker, Head of Property Services advised that a number of thr projects were dependent on match funding some of which was yet to be approved.

Following members questions the key points noted were:

Members did not feel comfortable to agree to recommendation d) and e) of the report without further briefing.

The Head of Property Services advised the committee that the proposal was to incorporate two additional buildings on the Castle Site as development plots.

The budget for the Castle Site would not change. No funding was being moved from the de-culverting or heritage works to accommodate the buildings. If approved funding would be used from the existing development plots budget line. The Chair confirmed that there was to be no deviation from the de-culverting work and no impact on the public realm funding.

Members asked for assurances that if people had to move out of the buildings would they be moved within a similar location. It was confirmed it would be within the area.

It was advised that if the two building were not part of this plan, then they would not be developed. At the present time one building was in a poor state of repair and the other needed work on it to ensure it remained in use.

8.2 **RESOLVED:** That the public and press be excluded from the meeting before discussion takes place on the part 2 report of this item on the agenda 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 of Schedule 12A to the Local Government Act 1972, as amended.

8.3 The meeting was re-opened to the press and public.

8.4 Councillor Craig Gamble-Pugh put forward a recommendation –

That officers seek clarification of agreement in principle from the Department of Levelling Up, as to whether they would approve the relocation element of the project (Castle Site), subject to the committee then approving it at a subsequent meeting;

This recommendation was seconded by Councillor Christine Gilligan-Kubo.

All members voted in favour of the recommendation.

8.5 Councillor Andrew Sangar put forward a recommendation –

Requests that the Castlegate Members Working Group is reconvened, and the first meeting of that group is before the 20th December 2022.

This recommendation was seconded by Councillor Dianne Hurst.

All members voted in favour of the recommendation.

8.6 Recommendation a), b) and c) were agreed unanimously.

Recommendations d) and e). All members voted in favour of deferring both recommendation d) and e).

8.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate

Policy Committee:-

- a) Notes the positive progress made on the LUF Round 1 projects Gateway to Sheffield and Attercliffe;
- b) Notes the submission of two bids to the LUF round 2 and request a further report is brought to this committee once the outcome is known;
- c) Approve the implementation of 13 recommendations of the Live Works workshop, subject to the availability of funding;
- d) Defers the decision to note that the resources identified in the Gateway to Sheffield LUF bid for the creation of development plots will be used in the first instance to make good two buildings on the Castle Site;
- e) Defers the decision to note the exempt appendix 2 and authorise Officers to seek approval from the Department for Levelling Up Homes and Communities to relocate an element of the project to the Castle Site;
- f) That officers seek clarification of agreement in principle from the Department of Levelling Up, as to whether they would approve the relocation element of the project (Castle Site), subject to the committee then approving it at a subsequent meeting;
- g) Requests that the Castlegate Members Working Group is reconvened, and the first meeting of that group is before the 20th December 2022.

8.3 Reasons for Decision

8.3.1 The recommendations recognise the work done so far in discussion with a wide range of stakeholders and the public and allows for these views to be used to inform the design of the Castle Site.

8.3.2 Furthermore the recommendations enable best use of the resources identified for development plots within the LUF funding allocation, ensure all project outputs are delivered and that LUF investment in the Castle Site is enhanced.

8.4 Alternatives Considered and Rejected

8.4.1 If the Council decided not to include the two buildings as development plots there is a risk that they would be left to deteriorate further and become an increasing blight on the Castle Site and Exchange Street. The funding would continue to be used to bring forward other development plots within the Castle Site.

8.4.2 Whilst there is no more funding available from DLUHC, one consideration would be to ask DHLUC to vire more of the funds allocated to the Gateway to Sheffield Project to do more than undertake initial repair of the buildings. However, this would not deliver all of the outputs for the project and therefore was unlikely to be acceptable. Additional applications for funding could be made but these would take time to secure and may jeopardise delivery of LUF scheme, project and outputs.

8.4.3 The proposals in the report are considered to be the minimum required to ensure that the Gateway to Sheffield project can deliver the best outputs for the funding awarded

9. LOCAL RENEWABLE ENERGY FUND - PROGRAMME SCOPE

9.1 The Committee considered a report of the Executive Director-City Futures. Following the approval of a capital budget amendment of £3.5m for the installation of renewable energy and energy efficiency works on Council buildings, the report sought approval of the proposed scope of the programme, to include £33k match funding contributions towards two Heat Network Delivery Unit grant applications, the use of funds as development costs to pilot a community energy project and to approve the process for business case approval of individual programme elements.

9.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:

- i) Approves the proposed programme scope.
- ii) Approves the allocation of £33k as match funding contributions to two Heat Network Delivery Unit grant funding applications.
- iii) Approves the use of this funding allocation for any development costs required for the pilot of a community energy project on a Council owned building.
- iv) Approves the principle that individual schemes within the programme scope can be submitted directly for financial approval within the capital approval process.

9.3 Reasons for Decision

9.3.1 The proposed scope would ensure maximised cost and carbon savings for the Council, demonstrating its leadership in climate mitigation.

9.3.2 The recommendation to not fully finance the heat network feasibility from this funding but to use some of it as match funding to draw down grant funding will enable more of the local renewable energy fund to be spent on capital delivery.

9.3.3 The recommendation to use some of this allocation to fund any required development costs to pilot a community energy scheme was due to a commitment in the 10 Point Plan, which sought to increase the amount of community owned energy in the city.

9.3.4 The decision-making recommendation will enable the timely delivery of the local renewable energy programme.

9.4 **Alternatives Considered and Rejected**

9.4.1 The alternative decision-making option would be for each Policy Committee where a project was taking place to agree the business case of the project and then approval to draw down funding is sought from Strategy and Resources Budget, which due to timescales of reporting cycles, would be a lengthier process.

10. **BEIGHTON 20MPH TRO OBJECTIONS**

10.1 The Committee considered a report of the Executive Director-City Futures which detailed the consultation response to proposals to introduce a 20mph speed limit in Beighton, report the receipt of objections to the proposed Speed Limit Order and set out the Council's response.

It was advised that the proposal was welcomed.

10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

Approves that the Beighton 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

10.3 **Reasons for Decision**

10.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

10.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Beighton be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised

10.4 **Alternatives Considered and Rejected**

- 10.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Beighton. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

11. **BURNCROSS 20MPH TRO OBJECTIONS**

- 11.1 The Committee considered a report that detailed the consultation response to proposals to introduce 20mph speed limits in Burncross, report the receipt of objections to the Speed Limit Order and set out the Council's response.

The committee were advised that Chapel Road was not included within the order and would remain at 30mph. Councillor Gamble-Pugh commented that it was regrettable that Chapel Road was not included in the order and this reinforced his belief that these issues should be discussed at Local Area Committee's.

Councillor Sangar welcomed the proposal.

- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

- 1) Approves that the Burncross 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984 and that:
 - a. the order be implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
 - b. objectors will be informed of the decision by the Council's Traffic Regulations team
- 2) Approves the introduction of a part time 20mph limit on Ecclesfield Road outside Ecclesfield Secondary School.

11.3 **Reasons for Decision**

- 11.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

- 11.3.2 Having considered the response from the public and other consultees it is

recommended that the 20mph speed limit in Burncross be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

- 11.3.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Ecclesfield Road for the same reasons.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Burncross. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

12. **REVENUE BUDGET MONITORING REPORT - MONTH 06**

- 12.1 The Committee considered a report of the Executive Director-Resources that brought them up to date with the Council's financial position as at Month 6 2022/23.

- 12.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

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

12.3 **Reasons for Decision**

- 12.3.1 To bring the committee up to date with the Council's current financial position as at Month 6 2022/23.

12.4 **Alternatives Considered and Rejected**

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

13. **BUDGET POSITION FOR YEAR 2023/2024**

- 13.1 The Committee considered a report of the Executive Director-Resources that updated the Committee on the progress of the 2023/24 budget process.

The appendix contained specific budget proposals that the Committee were asked to endorse.

The committee were advised that a report would be submitted to Strategy and Resources on the 5th December 2022.

13.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

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

13.3 **Reasons for Decision**

13.3.1 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.

13.4 **Alternatives Considered and Rejected**

13.4.1 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.

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Report to Transport, Regeneration and Climate Committee

15th December 2022

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

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Sarah Hyde, Democratic Services Team Manager

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; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in **Section 2** of the report be noted and the proposed responses set out be agreed.

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 1** 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	
Referred from	
Details	

Comments/ Action Proposed	
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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.

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

Title	Description & Format	Date
Local Plan Overview	Background and future work programme etc. – this will need more than one session.	3.00-5.00pm on 31 Aug 2022 4.00-5.00pm, 15 th Sept 2022
Regeneration and City Development Overview	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis of specific activities and initiatives e.g. Heart of the City, Castlegate, Attercliffe, West Bar, City Centre Living, Fargate, Future High Street Fund, Stocksbridge Towns Fund	TBC
Levelling Up Activity?	Presentation giving overview of background and future work programme – this will need more than one session. Also, likely to be more full committee update briefings on a semi regular basis.	TBC
City Centre Strategic Vision	Presentation giving overview of background to City Centre Vision and future work programme	TBC
Transport Overview	An overview of key Sheffield, Regional and National issues and policy influencing Transport and our local priorities and programmes	June 2022
Flood and Water Overview	An overview of key Sheffield, Regional and National issues and policy influencing Flood	June 2022

	and Water and our local priorities and programmes	
Climate Change Overview	An overview of key Sheffield, Regional and National issues and policy influencing our approach to Net Zero following the adoption of the 10 Point Plan	June 2022
Climate Change	Formal Elected Member training	TBC
Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2022

Appendix 1 – Work Programme

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

Item	Proposed Date	Note
NEW		
Traffic Management Act Part 6 – Application to the Department of Transport	TBA Extraordinary Meeting January 2023	Form 1 received. Date to arranged in January 2023.
Connect Darnall Feasibility Study	8th February 2023	Form 1 received.
Norton Lees 20mph objections	15th December 2022	Form 1 received
AMENDMENTS		
Heart of the City	16th March 2022	Item to move to March 2023, advised by T.Whittaker
Sheaf Valley Masterplan	16th March 2022	Item to move to March 2023, advised by T.Whittaker
Get Building Update	8th February 2023	Item moved to February 2023, advised at pre-agenda
Parkhill Parking Scheme	8th February 2023	Item moved to February 2023, as per pre-agenda
Kelham Parking Scheme	8th February 2023	Item moved to February 2023, as per pre-agenda
Future High Street Fund Update	16th March 2023	Item moved to March 2023, as per pre-agenda
EATF Legacy Projects: Division Street	8th February 2023	Item moved to February 2023, as per M Reynolds
Budget monitoring and outturn - Month 7.	Remove	Removed as latest update was received at the previous meeting on 24 th November 2022.
Report objections to the Experimental Traffic Regulation Order for Broomhill Shopping Precinct	8th February 2023	Item moved to February 2023, as per M Reynolds

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	Speed limit in Rails Road and Bingley Lane.
Description	Speed Limit of Rails Road/Bingley Lane. Referral from Cllr Julie Grocutt.
Lead Officer/s	Tom Finnegan-Smith
Item suggested by	Councillor Julie Grocutt
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>	This request has been sent from an individual to the Transport team for consideration. Subsequent to an initial sift which suggested no further action, this item has been raised through the Local Area Committee to which this has been considered by Local Ward Members. The proposal to not promote a change in speed limit but to install signage has been considered, to which Ward Members have not agreed, owing to other locations in the area being potentially more suitable.
Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 3)</i>	This has been raised through the Ward Members and the LAC through a public request. This is not a Council promoted scheme.
Lead Officer Commentary/Proposed Action(s)	This will be looked into again by the Transport Planning and Infrastructure Service, there is a possibility of commissioning a speed survey to help quantify the level of speeding. This will determine if any further action is required beyond the initial assessment.

Part 3: Agenda Items for Forthcoming Meetings

Meeting 4	15 th December 2022	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>(re: decisions)</i> Prior member engagement/ development required	<i>(re: decisions)</i> Public Participation/ Engagement approach	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council

			<ul style="list-style-type: none"> • <i>Post-decision (service performance/ monitoring)</i> 	<i>(with reference to options in Appendix 1)</i>	<i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> • Officer
Car free developments parking policy	Policy to complement Planning Authority decisions.	Tom Finnegan-Smith/Matt Reynolds	Decision	Briefings		This Committee
Levelling Up Update Report	Report to return following deferral at last meeting.	Tammy Whittaker/Alan Seasman	Decision			This Committee
Highfields 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision	<p>Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.</p> <p>Co Chair has been sent an email with details of the 2022/23 20mph programme.</p> <p>The up to date 2022/23 programme is also included in all objection reports</p>	Public engagement undertaken	This Committee
Deerlands 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision	Councillors of the affected ward were sent details of the	Public engagement undertaken	This Committee

				<p>proposals 2 weeks in advance of the consultation going live.</p> <p>Co-Chair has been sent an email with details of the 2022/23 20mph programme.</p> <p>The up to date 2022/23 programme is also included in all objection reports</p>		
Batemoor 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision	<p>Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.</p> <p>Co-Chair has been sent an email with details of the 2022/23 20mph programme.</p> <p>The up to date 2022/23 programme is also</p>	Public engagement undertaken	This Committee

				included in all objection reports		
Waterthorpe 20 mph TRO objections	Recommendations on the final scheme for implementation.	Tom Finnegan-Smith/Matt Reynolds	Decision	<p>Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.</p> <p>Co Chair has been sent an email with details of the 2022/23 20mph programme.</p> <p>The up to date 2022/23 programme is also included in all objection reports</p>	Public engagement undertaken	This Committee
Norton Lees 20mph TRO Objections	To consider the objections made but support the making of the Speed limit order to and for works commence (subject to no RSA issued being raised)	Tom Finnegan-Smith/Lisa Blakemore	Decision	<p>Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.</p> <p>Co-Chair has been sent an email with details of the</p>	<p>Letter sent to all affected properties with plans and various ways to comment/object to the proposals</p> <p>Street notices with information about the affected</p>	This Committee

				<p>2022/23 20mph programme.</p> <p>The up to date 2022/23 programme is also included in all objection reports</p>	<p>streets placed on lighting columns on all effected streets detailing how to comment/ object or request more information</p> <p>Speed limit order advertised in Sheffield Telegraph</p> <p>Sheffield Council website has plans of the proposals with ways to comment/ object to proposals</p>	
LTP/RSF programme 22/23 update	Update on 22/23 programme	Tom Finnegan-Smith/Matt Reynolds	Decision			This Committee
Double Yellow Lines 22/23 programme	Recommendations on schemes for implementation.	Tom Finnegan-Smith/Matt Reynolds/Alex Redman	Decision	<p>Councillors of the affected wards and members of the Local Area Committee were sent details of the proposals in advance of the consultation going live.</p>	<p>Letter sent to all affected properties with plans and various ways to comment/ object to the proposals</p> <p>Street notices with information about the affected</p>	This committee

					streets placed on lighting columns on all effected streets detailing how to comment/object or request more information Traffic Regulation Order advertised in Sheffield Telegraph	
Part-time advisory 20mph speed limits outside schools	Introduction of a programme of part-time advisory 20mph speed limits outside schools.	Tom Finnegan-Smith/Matt Reynolds	Decision	The report will be taken to TRC briefing(s) prior to publication.	Consultation will be carried out with the schools, local residents and businesses directly affected and the emergency services prior to implementation.	This committee
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 5	8 th Feb 2023	Time				
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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) 	<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
Budget monitoring and outturn - Month 8.	Monitoring item	Ryan Keyworth	Decision			This committee
LTP/RSF programme 23/24 update	Update on 23/34 programme	Tom Finnegan-Smith/Matt Reynolds	Decision			This Committee
SCR Innovation Corridor project	Update on the project to address the network constraints associated with M1 J34 and Lower Don Valley.	Tom Finnegan-Smith / Matt Reynolds	Decision			
Connecting Sheffield Cross City Bus FBC approval	Submission of FBC to SYMCA fir approval and release of funding to implement	Tom Finnegan-Smith / Matt Reynolds	Decision			
Kelham Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds	Decision			This Committee
Parkhill Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	Public engagement a key part of the report.	This Committee
Report objections to the	To report details of the consultation response to	Matt Reynolds	Decision	Ward Members have been involved	Public calls for evidence through	This Committee

Experimental Traffic Regulation Order for Broomhill Shopping Precinct	the Experimental Traffic Regulation Order for the Broomhill Shopping Precinct, report the receipt of objections to the Speed Limit Order and set out the Council's response			<p>in the scheme since inception and have been kept updated of the scheme throughout its various stages. Various Cabinet Members and Executive Members (and their deputies) have also been briefed throughout.</p> <p>The report will be taken to TRC briefing(s) prior to publication.</p>	the statutory Experimental Traffic Order Procedure. This included on street notices, Royal Mail letter drops to a wide range of local businesses and Residents Issue-focused workshops with attendees from multiple backgrounds including the Broomhill Neighbourhood Plan and Broomhill Business Alliance Creative use of online engagement channels through use of Citizen Space for surveying.	
Connect Darnall Feasibility Study	To outline the findings of Sheffield City Council's emerging Mini Holland Feasibility Study;	Kate Martin/Matt Reynolds	Decision	The TRC Quad Members, Ward Members and Local Area Committee	Issue-focused workshops with attendees from multiple	This Committee

	<p>Connecting Darnall. The report will detail the strategic justification for the interventions and the alignment with wider policy objectives, concluded with a financial ask for further design work. The Feasibility Study is the the submission for the Department for Transport Mini Holland Fund (£100m), to be submitted by 31st March 2023.</p>			<p>Members have been involved in the scheme since inception and have been kept updated of the project throughout its various stages. The Member of Parliament for Sheffield South East has been updated on progress</p> <p>The report will be taken to TRC briefing(s) prior to publication.</p>	<p>backgrounds including the Residents, the East LAC, Darnall Wellbeing, local businesses, Schools and internal departments. Creative use of online engagement channels through use of Citizen Space for surveying, with translation services and written hard copies.</p>	
Future High Street Fund Update	<p>To highlight the cost increases in relation to construction of the public realm/infrastructure works and seek approval to reduce the area scope of the works and proposal to increase the budget. It is proposed to secure £3m additional funding from SYMCA gainshare and reallocate £0.8m from the FHSF 'Front Door Scheme'</p>	<p>Matt Hayman/Kate Martin</p>	<p>Decision</p>	<p>Briefings with both the Transport, Regeneration & Climate Committee and the Finance Sub-Committee.</p>	<p>Extensive consultation undertaken throughout 2019 and 2020 in partnership with the University of Sheffield. Officers continue to meet with retailers, businesses, landowners and wider</p>	<p>This committee/another committee</p>

	to increase the public realm budget to £12.8m to ensure the vision for Fargate is delivered				stakeholders to keep them updated.	
EATF Legacy Projects: Division Street	Report on aspects of the Emergency Active Travel projects that are still in place following consultation through the current experimental trial closures.	Tom Finnegan-Smith/Matt Reynolds	Decision	Briefings	Results of public engagement a key part of the report	This Committee
Get Building Fund-Update	Update and progress report	Tammy Whittaker/Matt Hayman	Decision			
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	16 th March 2023	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>(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	Final decision-maker (& date) <ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer

			• <i>Post-decision (service performance/ monitoring)</i>		<i>(with reference to toolkit in Appendix 2)</i>	
Budget monitoring and outturn - Month 9.	Monitoring item	Ryan Keyworth	Decision			This committee
Heart of the City	Update on progress of Heart of the City	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Sheaf Valley Masterplan	Update on the Sheaf Valley Masterplan	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Active Travel N/bourhoods – Nether Edge	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds				
Active Travel N/bourhoods – Crookes/Walkley.	Recommendations on the final scheme for implementation after the ETRO.	Tom Finnegan-Smith / Matt Reynolds				
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
UDV Phase 2 Flood Defence Project	On SYMCA Priority Flood Programme, Submission of CBC to Environment Agency for Flood Risk grant.	Tom Finnegan-Smith/Matt Reynolds	Decision		Needs consultation early 2023	
Monitoring of the 10 Point Plan	Referral from CCED Transitional Committee: The Committee should monitor the One Year Plan commitment to “Set out our Pathway to Net Zero and take immediate steps to reduce carbon emissions in Sheffield” including setting out the 10-point plan tackle the climate emergency in Sheffield and work with people, partners and businesses to develop and deliver the actions needed to deliver the 10-point plan.	Tom Finnegan-Smith / Mark Whitworth	Post decision and Policy development	Facilitated policy development workshops	TBC	TBC

Sheaf & Porter Flood Defence Project OBC (Summer 2023)	On SYMCA Priority Flood Programme. Potentially contentious options of parkland flood storage including Endcliffe park and Beauchief Golf Course, consultation in advance of OBC will be required. To be scoped Summer 2022, likely to need to brief committee late 2022?	Tom Finnegan-Smith / James Mead	Pre-decision policy development	Facilitated policy development workshops	TBC	Strategy and Resources
Blackburn Brook, Ecclesfield/Whitley Brook Flood improvement works OBC (Spring 2023)	On SYMCA Priority Flood Programme. OBC for works around flood risk areas in Ecclesfield, Whitley Land, Ecclesfield Park. Collaboration with Parks over improvements to park, potential habitat and amenity benefits. Highway works to culverts. Partnership funding: Flood Risk Grant, SCC, Environment, Highway benefits. Strategic Mandate likely to be required	Tom Finnegan-Smith / James Mead	Pre-decision	Facilitated policy development workshops	TBC	Strategy and Resources
UDV Phase 1, Loxley, "adoption" of Flood Defences (Early 2023)	On completion of Loxley scheme we will inherit a number of flood walls in the public highway, these will need to be integrated into Amey's contracts	Tom Finnegan-Smith / James Mead	Referral to decision maker	TBC	TBC	Strategy and Resources

Connecting Sheffield South West Bus Corridors	Acceptance of funding to develop the Full Business Case (FBC) Next step is Member & this Committee briefings during Nov, to lead into TRO ad.	Tom Finnegan-Smith / Matt Reynolds	TBC	Briefings November/December	N/A further public engagement will form part of the FBC development stage	Strategy and Resources
Kelham Neepsend Submission of FBC to SYMCA	Next step for this Committee is briefing, to lead into TRO ad.	Tom Finnegan-Smith / Matt Reynolds	Decision	Briefings	TBC	TBC
Sheaf Valley Cycle Route	Presenting the final scheme proposals, Final scheme proposals are to follow on from TRO ad.	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Effective Enforcement of Moving Traffic Offences	TMA Part 6 – drawing down powers to undertake enforcement of moving traffic offences at road safety and congestion hotspots. Timescale - 2023	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Sheffield Road Safety Action Plan	New action plan in response to the refreshed SY Safer Roads Strategy. Timetable 2023	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Future of Supertram	Report on the major maintenance and renewal programme required, the end of the current concession, pressures arising from Covid and future vision for Tram	Tom Finnegan-Smith / Matt Reynolds	TBC	Briefings to be done Autumn 2022	TBC	TBC
Play streets review	Review of the trial of play streets and	Tom Finnegan-	TBC	TBC	TBC	

	recommendation on future application	Smith / Peter Vickers				
Darnall Mini Holland	Project status update and programme development	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
Housing Growth: key investment and policy decisions - TBD	A range of Housing Growth related reports will be developed. It is to be determined whether these will be considered by the Housing Thematic Committee	Kerry Bollington	TBC	TBC	TBC	TBC
Bidding, acceptance and spending approval of external funds	During the year the Directorate will seek out or be approached to bid for regeneration funding often with short timescales for submission. We will need clarity from the committee how we will manage this, within timescales that do not align with Committees.	Tammy Whitaker / Tom Finnegan-Smith	TBC	TBC	TBC	Need to determine with the committee. - delegated authority to submit funding within agreed policy / strategic framework (where matching funding outside of the portfolios budget is not required) - priority areas to pursue for funding - Agree a process to ensure timely decisions can be made where needed between committee

						meetings where funding timescales dictate
Barkers Pool Building	Decision on future of site	Tammy Whitaker	Referral to decision Maker	Written briefing	TBC	Strategy and resources Committee
City Centre Strategic Vision- Priority Framework Areas and masterplans	To approve draft masterplans and delivery strategies for Priority Framework areas and Catalyst sites Will form part of the Local Plan consultation.	Tammy Whitaker/ Michael Johnson	Decision	Committee Briefing	TBC – possible wider stakeholder group engagement rather than full public consultation post committee ratification of draft and approach	This committee
Mitigate overspends and Income Generation	Develop and implement plans to mitigate overspends and deliver stalled saving plans to bring forecast outturn back in line with budget, and discuss opportunities for income generation.					

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.

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.



Report to Policy Committee

Author of Report: Tammy Whitaker, Head of Regeneration and Property Services

Email: Tammy.Whitaker@sheffield.gov.uk

Report of: *Kate Martin, Executive Director City Futures*
Report to: *Transport Regeneration and Climate Change*
Date of Decision: *15th December 2022*
Subject: *Levelling Up Fund – Update Castlegate*

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? 1322				
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 checked="" type="checkbox"/>	No	<input type="checkbox"/>
<i>Appendix 2 is not for publication because it contains exempt information under Paragraph 3 of Schedule 12A of the Local Government Act 1972 (as amended) (information relating to the financial or business affairs of any particular person (including the authority holding the information))</i>				

Purpose of Report:

This report provides a progress update on the successful Gateway to Sheffield Round 1 Levelling Up Fund bid and sets out recommendations to enable delivery of the three projects outlined in the Gateway to Sheffield Bid.

Recommendations:

The Transport, Regeneration, and Climate committee is recommended to:

- a) Agree that the resources identified in the Gateway to Sheffield LUF bid for the creation of development plots will be used in the first instance to make good two buildings on the Castle Site;

b) Note the exempt appendix 1 and 2 and authorise Officers to seek formal approval from the Department for Levelling Up Homes and Communities to relocate an element of the project to the Castle Site.

Background Papers: Levelling Up Fund update Transport, Regeneration and Climate Committee Report 24th November 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: <i>Damian Watkinson</i>
		Legal: <i>David Sellars and Robert Parkin</i>
		Equalities & Consultation: <i>Ed Sexton</i>
		Climate: <i>Jessica Rick</i>
<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:	<i>Kate Martin, Executive Director City Futures</i>
3	Committee Chair consulted:	<i>Julie Grocutt and Mazher Iqbal, Joint Chairs Transport Regeneration and Climate Change Committee</i>
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: <i>Alan Seasman</i>	Job Title: <i>Service Manager City Regeneration and Major Projects</i>
	Date: <i>5th December 2022</i>	

1. PROPOSAL

1.1 Background to Levelling Up Fund

- 1.1.1 A bid for the “Gateway to Sheffield” was submitted to Government for the Round 1 Levelling Up Fund programme by the City Council in June 2021. The City Council was notified in October 2021 that it was successful and that £20m was allocated for investment in Gateway to Sheffield bid.
- 1.1.2 Contracts were signed on the 8th of February 2022 with initial development funding released to the Council at the end of February 2022. The Council is required to demonstrate the use and delivery of the Levelling Up Fund funds for the allocated projects by March 2024.

1.2 Summary of the Gateway to Sheffield Bid

- 1.2.1 This package bid of £20m LUF funds brings together three projects that respond directly to the Levelling Up Fund’s call to ‘prioritise investment that not only brings economic benefits, but also helps bind communities together’. It welcomes visitors, residents, and investors into a previously neglected part of Sheffield’s heritage, using public realm interventions to create a new sense of place. It links historic sites with revitalised cultural institutions that will nurture the city’s talent for generations to come. The three projects and the distribution of the Levelling Up Funds is:

- The Castle (£15,760,894)
- Park Hill S1 Art Space (£2,639,106)
- Harmony Works (£1,600,000)

- 1.2.2 In combination, these projects will:
- Regenerate heritage assets and brownfield sites
 - Improve the natural environment and advance the Net Zero Carbon agenda
 - Deliver cultural anchors of national significance
 - Create education, skills and training opportunities
 - Reduce disparities through better connectivity and equitable access to culture and learning
 - Create a sense of place and community
 - Create jobs and build investor confidence
 - Improve quality of life and encourage active travel

- 1.2.3 On 7th February 2022 a Leaders decision was taken to approve the Council accepting the grant offer from the Department for Levelling Up, Housing and Communities of £20m for the Gateway to Sheffield Project and approve the Council entering into the Memorandum of Understanding /grant agreement.

1.2.4 The Castle Site

The Castle site is the centrepiece. It provides essential infrastructure and enabling work to unlock the future development of a large brownfield site

and the economic regeneration of Castlegate quarter. The focus of the bid is to use LUF money to unlock those aspects that would be threatened by a purely private funding model – infrastructure, public realm, placemaking and archaeology. The aim being to take control of the key placemaking principles that will be built into the spine of the site. The River Sheaf will be deculverted and complemented by new green space and public realm. Land plots will be identified and readied for development. Thereafter, development will only be brought forward when land values and market conditions allow for the delivery of viable schemes at a density and design quality that respect their surrounds, the environment and the site's important archaeology. The overall aim to create the setting for further investment, celebrating the history and heritage of the site and re-establishing Castlegate as a vital part of the city centre. Delivery of the work at the Castle site will be led by SCC.

The outputs to be delivered by the LUF funding agreed with DLUHC as part of the MoU are: 11,900m² of public realm, 6 development plots (unspecified) and 1 culvert deculverted.

1.2.5 Harmony Works

Harmony Works brings together two music institutions: Sheffield Music Academy and Sheffield Music Hub. The Hub introduces young people to music through community outreach; the Academy identifies and develops promising young talent. Both operate out of 'borrowed' facilities that are not suited to the scale and quality of their work. LUF funding will enable Harmony Works to acquire Canada House, a Grade II Listed building beside the Castle site. Additional match funding will be secured to refurbish the building to provide fit-for-purpose facilities in an accessible location, securing the future of an asset that would otherwise fall into disrepair. Harmony Works will lead delivery of the project. The outputs to be delivered by the LUF funding agreed with DLUHC as part of the MoU are: 1160m² of education space, 200m² of commercial space

1.2.5 S1 Artspace

The bid identified LUF funds contributing to refurbishment of the Duke Street building to create new exhibition space as part of a larger project to create one of the biggest contemporary art galleries in the North, delivering arts infrastructure commensurate with the world class programming for which S1 Artspace is renowned complemented by creative workspace and learning facilities, within a six-acre sculpture park connected directly to the Castle site. The delivery of the project is subject to match funding being secured. The project will be led by S1 Artspace. The outputs to be delivered by the LUF funding agreed with DLUHC as part of the MoU are: 650m² cultural space 9 residential units and 14 FTE jobs

1.2.6 The Levelling Up Fund represents the initial cornerstone funding for the Harmony Works and Park Hill Projects. The bid to LUF for both Harmony Works and Park Hill Art Space is on the basis that the remaining funding for those projects is the responsibility of each project delivery body to secure with no further call on the City Council. The bid recognised that both projects had been conceived and designed such that they can – if necessary, they can be phased and scaled in the event that the full value of match funding cannot be secured.

1.3 Progress on Successful Bids

- 1.3.1 Progress on delivery of the scheme was set out in the report to Transport Regeneration and Climate Committee on 24th November 2022. It is important to note that delivery on any regeneration project will evolve and change as the detailed survey and design work is undertaken. The original bid documentation stated that any visualisations contained within the proposal in relation to The Castle site, Canada House or Park Hill Art Space are purely indicative and subject to change.

1.4 Proposal

1.4.1 The Castle

For the Castle project, the bid articulates that the funding will be used for the de-culverting of the River Sheaf, creation of public realm and landscaping, including preservation and interpretation of the Castle remains. The bid did not include provision for development or delivery of buildings or delivery of education or college use which is still subject to feasibility, funding, consultation and decision making.

- 1.4.2 Six development plots were included in the original bid and subsequent concept design for the Castle site. The original bid included early CGIs of potential development plots. No specific site boundary or 'red line' was identified as part of the bid or MoU signed with DLUHC.
- 1.4.3 Following survey work and consultation, early concept designs have been developed. These initial designs omitted two existing historic buildings (Market Tavern and Mudfords) owned by the City Council on Exchange Street on the edge of the Castle Site as development plots. These two buildings are in a poor state of repair. The market tavern is in a derelict condition and incapable of occupation. The Mudford building is in need of repair and without investment it's continued use is in question. The Mudford's building is currently let to a community group.
- 1.4.4 These two buildings are a potential blight on the area and without intervention it is likely that they will continue to be a target for anti-social behaviour and will detract from the overall scheme once complete. Since further work has been undertaken on developing the concept design, it is felt that the inclusion of these two existing buildings on the perimeter of the Castle site as additional development plots would enhance the Castle site development. This can be achieved within the existing budget set aside for development plots. The report recommends inclusion of these buildings within the 'Development Plots' for the site with any necessary requests for inclusion being made to DLUHC if required.
- 1.4.5 LUF funding would enable the repair of these historic buildings to a standard for fit out and occupation. The subsequent use and occupation of these buildings is subject to further approval by the City Council and DLUHC if required.
- 1.4.6 The Mudfords Building is currently occupied by a Community Group. Discussion is underway with the occupants to understand how best the repair of the building can be undertaken whilst enabling them to continue their

activity. If the building is not repaired there is a risk to delivery of the activity by the group from the building.

- 1.4.7 Appendix 1 and 2 provide further information to inform the recommendations set out above.

2 HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 Following the recommendations in the report will ensure that the Council meets its obligations in delivering the required outputs for the Gateway to Sheffield.

3 HAS THERE BEEN ANY CONSULTATION

- 3.1 In submitting the bid to the Levelling Up Fund consultation was undertaken with local stakeholders.
- 3.2 Further public consultation was undertaken as part of the development of City Centre Vision in January /February 2022.
- 3.3 Regular updates and discussion is undertaken with the Castlegate Partnership and a wider public consultation on the proposals for the Castle site and the future of Castlegate took place between the 7th and 20th November, including a range of workshops organised by the University of Sheffield's "Liveworks" team. The results of the public consultation are currently being compiled and will inform development of the concept design for the Castle Site.
- 3.4 There will be further opportunity for comment through the planning process when the application for the proposals for the Castle site are made.

4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 An Equalities Impact Assessment has been undertaken for the changes proposed in the recommendations and wider progress across the bids and projects.
- 4.1.2 The initial assessment has determined that for the Gateway to Sheffield Project the proposals contained in this report should have a positive impact on the Castlegate and wider Sheffield City Region, including currently under-served communities by creating a stronger sense of place and community; increasing wider investment opportunities; improving the wider area and creating the conditions for greater job, retail, and commercial opportunities to meet diverse community needs.

4.2 Financial and Commercial Implications

4.2.1 The costs of the recommendations in this report are funded entirely from the Levelling Up Fund allocation received from Central Government, with any additional costs being met from other external funding sources

4.2.2 The review process for design work will continue to value engineer costs where necessary with a focus on delivering the outputs from the LUF bid to avoid clawback.

4.3 Legal Implications

4.3.1 There are no immediate implications flowing from the recommendation.

4.4 Climate Implications

4.4.1 Considerations of climate implications and an initial Climate Impact Assessment has been undertaken as appropriate for the progress update for the Levelling Up Fund bids and specifically in relation to the recommendations of this report.

4.4.2 The initial Climate Impact Assessment has determined that these projects should have an overall neutral/positive impact on the climate. The projects in general aim to improve the public realm in specific areas and the use of existing buildings; encourage active travel and minimise public transport use; and limit the demand of energy. All projects aim to benefit the Zero Carbon 2030 City Target.

4.4.3 Endorsing the recommendations stated in this report will help to improve a sustainable and inclusive economy in Castlegate and the wider Sheffield City Region.

4.5 Other Implications

4.5.1 None

5 **ALTERNATIVE OPTIONS CONSIDERED**

5.1 Do nothing

5.1.1 If the Council decided not to include the two buildings as development plots there is a risk that they would be left to deteriorate further and become an increasing blight on the Castle Site and Exchange Street. There is a risk that this will detract from the investment made on the remainder of the site.

5.2 Do More

5.2.1 Whilst there is no more funding available from DLUHC, one consideration would be to ask DLUHC to vire more of the funds allocated to the Gateway to Sheffield Project to do more than undertake initial repair of the buildings. However, this would be detrimental to other elements and the delivery of outputs for the project. Additional applications for funding could be made

but these would take time to secure and may jeopardise delivery of LUF scheme, project and outputs.

5.3 Chosen Option

- 5.3.1 The proposals in the report are considered to be the minimum required to ensure that the Gateway to Sheffield project can deliver the outputs required for the Levelling Up Fund as agreed with Government

6 REASONS FOR THE RECOMMENDATIONS

- 6.1 The recommendations enable best use of the resources identified for development plots within the LUF funding allocation, ensure all project outputs are delivered and that LUF investment in the Castle Site is enhanced.

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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Report to Policy Committee

Author/Lead Officer of Report: Cate Jockel,
Transport Policy and Strategy Manager

Tel: 0114 2734192

Report of: Kate Martin, City Futures

Report to: Transport, Regeneration and Climate

Date of Decision: 15th December 2022

Subject: Car/Permit-free development: parking permit policy

Has an Equality Impact Assessment (EIA) been undertaken? If YES, what EIA reference number has it been given? 1343.	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has appropriate consultation taken place? <i>See consultation section</i>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken? <i>See Climate Implications section of report for rationale</i>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information? 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>	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>

Purpose of Report:

The report recommends that this Committee approves a policy confirming that residents of designated car/permit-free developments will not be eligible for residents' parking permits or business parking permits (for businesses registered at the car/permit-free address) in the local area. This is to be applied to all car/permit-free developments, both existing and future, where there is a relevant condition or directive on the planning permission.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve the *Car/Permit-Free Development Parking Permit Policy* that residents of properties which are designated as car/permit-free developments will not be issued with residents parking permits or business parking permits (for businesses registered at the car/permit-free address) in the local area, to be applied equally regardless of how the car/permit-free nature of the development was detailed in the planning permission (i.e. by condition and/or directive), aligning with the intention of the City Council as Local Planning Authority when the approval of planning permission was granted.
- b) Note that the text of the *Car/Permit-Free Development Parking Permit Policy*:

“Residents of developments designated as car/permit-free developments will not be issued with resident parking permits or business parking permits (for businesses registered at the car/permit-free address) in the local area where there is a permit scheme in place. Residents may be eligible for other types of parking permit (carer, visitor, Blue Badge) in the usual way according to the relevant criteria.”

Background Papers: n/a

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: James Lyon, Assistant Finance Manager
		Legal: Richard Cannon, Professional Officer, Legal Services
		Equalities & Consultation: <i>(Insert name of officer consulted)</i>
		Climate: Jess Rick, Sustainability Programme 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:	<i>Kate Martin Executive Director of City Futures Approval</i>
3	Committee Chair consulted:	<i>Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee</i>
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: <i>Cate Jockel</i>	Job Title: <i>Transport Policy and Strategy Manager</i>
	Date: <i>6th December 2022</i>	

1. PROPOSAL

- 1.1. The proposed policy supports the refusal of parking permits for developments which have been assessed and designated as car/permit-free. When a development is designated as car/permit-free the intention is that residents will not be able to obtain residents' parking permits or business parking permits (should a business be registered at the car/permit-free address).

Background

- 1.2. When a planning application is brought forward through the planning process, a series of tests are made to understand the material implications of the specific development on various policy areas. This includes the impact on transport and parking: evidence is submitted by the developer to demonstrate alignment with policy including mitigations to deal with any impact.
- 1.3. The impact on residential areas of additional parking can be very contentious. Developers consider how much parking is to be retained in their development plot and a discussion is undertaken with the Council in its capacity as Local Planning Authority. In doing so, the Local Planning Authority will consult internally with relevant teams such as Highways so they can assess and consider the application with regard to the Council's responsibilities in its capacity as both Highway and Traffic Authority.
- 1.4. Where there is a strong demand on existing parking and it is considered that the development will have an adverse impact on parking demand, Highways designate the development as car/permit-free and the planning application is then assessed on that basis.

Permit allocation and the need for a Policy

- 1.5. The issue of a parking permit is discretionary by the Council in its capacity as Traffic Authority – this function is exercised by the Council's Parking Services team. Using the powers in the Road Traffic Regulation Act 1984, the Council can decide not to issue/renew permits at any time, provided that it is considered necessary or expedient for regulating or restricting the use of a parking place, pursuant to its broader duty under that Act.
- 1.6. Fundamentally, this policy is needed to formalise the current procedure of refusing permits to residents of, or businesses at, developments that were granted permission on the basis of being 'car/permit-free'.
- 1.7. The primary consideration is that a formal local policy strengthens the Council's position in refusing permits in respect of these car/permit-free developments by making the basis for its' decision making clear and

consistent. The development proposals which were designated as car/permit-free were approved on the basis that residents parking permits (or business parking permits should a business be registered at the car/permit-free address) would not be issued owing to the adverse impact this would have. This policy position will provide the justification needed to mitigate against potential future challenges to the Council's procedures and allow it to take a stronger position in relation to the reasonable use of its powers.

1.8. Residents would be eligible for other types of parking permit (carer, visitor, Blue Badge) in the usual way according to the relevant criteria.

1.9. The proposed policy is as follows;
Car/Permit-Free Development Parking Permit Policy

Residents of developments designated as car/permit-free developments will not be issued with resident parking permits or business parking permits (for businesses registered at the car/permit-free address) in the local area where there is a permit scheme in place. Residents may be eligible for other types of parking permit (carer, visitor, Blue Badge) in the usual way according to the relevant criteria."

1.10. This policy is to be applied equally regardless of how the car/permit free nature of the development was detailed in the planning permission (i.e. by condition and/or directive). In effect, this reaffirms the intention of the City Council when the approval of planning permission was granted.

1.11. In summary, when a development which was designated as car/permit-free was granted planning permission, the intention was that residents would not be able to obtain residents' parking permits (or business parking permit should a business be registered at the car/permit-free address). Whether that was detailed through a condition or directive is immaterial to the purpose of the designation, which was based upon the relevant considerations detailed above. This current basis for decision making by Parking Services is recommended for approval as a formal policy position, with directives used to ensure the developer is advised to inform future occupiers. Legal advice is that directives are more appropriate for this purpose and conditions should therefore not be used going forward.

1.12. The wording proposed for these directives is:
This development has been granted permission on the basis that it is designated as a car/permit-free development. Residents of car/permit-free developments will not be issued with residents parking permits or business parking permits (for businesses registered at the car/permit-free address) in the local area where there is a permit scheme in place. Residents may be eligible for other types of parking permit (carer, visitor, Blue Badge) in the usual way according to the relevant criteria. This applies in respect of future parking permit schemes in the surrounding streets as well as in relation to current permit parking schemes.

- 1.13. In addition, some developments in areas currently outside of parking permit areas, such as Kelham Island, have been granted planning permission with a car/permit-free development status. This means that although the development is car/permit-free, there has been no restriction on the highway preventing the occupiers from parking their vehicle in the short term, before the introduction of permits. The introduction of a permit scheme then means they would not be able to obtain a parking permit. Notwithstanding this, the designation of car/permit-free status (as detailed in the planning permission decision notice) should be communicated through the conveyancing process if purchasing a property with this designation, or within the lease if renting.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The policy is needed to formalise the position of refusing parking permits in relation to car/permit free developments.
- 2.2. The National Planning Policy Framework allows for maximum parking standards for residential (and non-residential) developments to be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres, as well as other locations that are well served by public transport.
- 2.3. Locally, the Sheffield Local Plan Core Strategy (2009), policy CS53, Management of Demand for Travel, states that the City Council will apply “maximum parking standards for all new developments to manage the provision of private parking spaces” and will control parking to manage traffic levels in constrained locations and encourage the use of more sustainable modes of travel. Certain locations are specifically mentioned (including the Central Area, the Peripheral Parking Zone around the city centre, and the eastern end of the Lower Don Valley) as areas where parking will be controlled to manage traffic levels in what are constrained locations and encourage the use of more sustainable modes of travel.
- 2.4. Most of the existing car/permit-free developments are within those areas and especially within the Central area of the city.
- 2.5. It should be noted that the approach being taken forward in the Local Plan would increase the quantum of central area residential development, necessitating minimisation of the additional impact on the highway network, and putting more of a premium on the role of on-street parking provision in balancing competing demands from residents, Blue Badge holders, shoppers, passing trade, and visitors.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1. There has been no consultation on this policy. It is considered that consultation is not necessary because this policy is a restatement of the rationale for existing planning permissions being granted on the basis of being car/permit-free.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1. Equality Implications

4.1.1 The policy would formalise existing, established practice not to issue parking permits for car/permit-free developments. Because it does not represent a change of procedure/practice, the proposal, in practical terms would not be expected to result in material changes for people; i.e. it should not remove a benefit that people currently have. However, the policy should support clarity and consistency of decision-making.

4.1.2 The substantive part of the proposal in equality terms is that residents *may be eligible for other types of parking permit (carer, visitor, Blue Badge) in the usual way according to the relevant criteria*. This is a reasonable mitigation for people with disabilities (or other eligible circumstances).

4.1.3 To be successful and not to have adverse consequences, the proposal will rely on:

- Clear communication of the policy to ensure that residents and would-be residents are fully aware in advance of committing to a development
- The proper functioning of the Blue Badge scheme and other schemes that facilitate parking and concessions for disabled people
- Monitoring of the application of the policy, including this EIA

4.2. Financial and Commercial Implications

4.2.1. There are no financial and commercial implications.

4.3. Legal Implications

4.3.1. The Council may authorise the use of any part of a road within its area as a parking place, and regulate the use of that parking place, by legal order using powers contained in part IV of the Road Traffic Regulation Act 1984 ('the 1984 Act'). Orders are made so as to provide the details for each parking place and the Council may regulate their use by restricting them to permit holders only. While an order may provide the circumstances in which an application for a parking permit may be made, and the conditions upon its use, there is no obligation on the Council to issue parking permits. The issuing of permits is discretionary.

4.3.2. Where the Council exercises its power under the 1984 Act to issue parking permits, it is required to have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway. It is

considered that the Council is acting in accordance with this duty by considering the car/permit-free status of a property when determining whether a permit should be issued, as it is having due regard to the outcome of an assessment of the issues it is required to take into account.

- 4.3.3. The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on that network, so far as may be reasonably practicable while having regard to its other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network.

4.4. Climate Implications

- 4.4.1. Adoption of the clear policy position recommended in this report would provide clarity for residents in existing and future developments.
- 4.4.2. Climate implications are probably minimal and hard to assess. However, this policy would sit alongside what we know is the need to achieve transport mode shift to stay within carbon budgets.
- 4.4.3. The Climate Change Committee's 6th Carbon Budget, adopted by the Government, requires a 78% reduction in whole economy emissions (75% in surface transport) by 2035. This is arguably a more important target than the national 2050 net-zero target date, because achieving it would mean that cumulative emissions have been reduced in the lead up to 2050. It is in the emissions in the atmosphere, not target dates for net zero, that influence climatic change.
- 4.4.4. Sheffield City Council's ambition is, of course, even more stretching. Given that we won't start to see significant emission reduction benefits from zero-emission vehicles until we get into the 2030s, when the zero-emission fleet is big enough to make a difference and our grid electricity is increasingly decarbonised, mode shift and demand reduction are key to achieve near-term targets and start to reduce cumulative emissions.

5. **ALTERNATIVE OPTIONS CONSIDERED**

- 5.1. The alternative option considered is to continue without formalising the position. This is felt to be unreasonable because the current position relies upon the planning decision without having any formalised policy in respect of refusing permits on the basis of developments being designated as car/permit-free.

6. **REASONS FOR RECOMMENDATIONS**

- 6.1 The proposed policy supports the refusal of parking permits for developments which have been assessed and designated as car/permit-free and is considered to strengthen how decisions in respect of issuing parking permits are made in the city.

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Report to Policy Committee

Author/Lead Officer of Report: Matt Reynolds,
Transport Planning and Infrastructure Manager

Tel: 0114 474 3051

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th December 2022*

Subject: *Local and Neighbourhood Transport
Complimentary Programme and Road Safety Fund
Programmes - 22/23 delivery update*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" 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 type="checkbox"/>	No	<input checked="" 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:-				

Purpose of Report:

This report updates on delivery of the Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as approved by committee on 15th June 2022.

It also seeks approval to proceed with taking variations within the programme through the Councils capital approval process.

Recommendations:

It is recommended that the Transport, Regeneration and Climate Policy Committee:

- i. Note progress on the Local and Neighbourhood Transport Complimentary (formally known as the Local Transport Plan Integrated Transport Block) and Road Safety Fund programmes, as approved by committee on 15th June 2022;
- ii. Approve the variations within the 2022/23 programmes (highlighted in section 1.11 and Appendix A), noting the individual projects will still need to go through the Councils capital process – to be approved by the Strategy and Resources committee
- iii. Note the increase in spend profiled in 2023/24

Background Papers:

(Insert details of any background papers used in the compilation of the report.)

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: <i>Damian Watkinson</i>
	Legal: <i>Richard Cannon</i>
	Equalities & Consultation: <i>Louise Nunn/Ed Sexton/Bashir Kahn</i>
	Climate: <i>Jess Rick</i>
	<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	EMT member who approved submission: <i>Kate Martin, City Futures</i>
3	Committee Chair consulted: <i>Councillor Julie Grocutt Councillor Mazher Iqbal</i>
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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	Lead Officer Name: <i>David Whitley</i>
	Job Title: <i>Transport Schemes Manager</i>
Date: 15 th December 2022	

1. PROPOSAL

Introduction

- 1.1. Each year, the Council outlines a Transport Capital Programme to establish the short-term priorities for investment in transport infrastructure. It responds to national policy such as the national active travel and bus strategies, as well as regional policy such as the South Yorkshire Mayoral Combined Authority Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy, with schemes also identified through Member and public requests and assessed via existing prioritisation processes.
- 1.2. The first meeting of this Committee in June approved the schemes within the 2022/23 programme, this report provides an update on delivery progress of schemes within two elements of the Transport Capital programme and seeks approval to make some changes within them.

Local and Neighbourhood Transport Complimentary Programme

- 1.3. The Local and Neighbourhood Transport Complimentary Programme (LaNTP) was formerly known as the 'Local Transport Plan Integrated Transport Block' and is often just referred to as the 'Local Transport Plan' or 'LTP' programme. This report will use the term 'LaNTP' for this programme from this point on
- 1.4. The LaNTP is part of the City Region Sustainable Transport Settlement (CRSTS) funded by the Department for Transport and administered through the South Yorkshire Mayoral Combined Authority (SYMCA). LaNTP is a 5-year programme, running from 2022/23 to 2026/27, at roughly £3.5m per annum. However, the LaNTP funding does not have to be drawn down/spent in equal proportions across the five years.
- 1.5. Although most grant funding now comes to the Council following successful bids for specific (named) schemes (often needing delivery to tight timescales), the LaNTP still provides more local flexibility both in terms of what it can be spent on and when it has to be spent by. It can be carried forward for spend into future years.
- 1.6. At the start of the five years, as reported in June 2022, there was a committed programme from 2021/22 of £2.35m which was carried forward for delivery in 2022/23. Coupled with the £3.5m allocated in 2022/23, this gave a total programme value of £5.8m for 2022/23.

Road Safety Fund (RSF)

- 1.7. The Road Safety Fund (RSF) has been allocated by the City Council to recognise the value that local communities place on road safety improvements. This was reinforced by the priorities that emerged from the Local Area Committees through the development of the Community Plans.

It is being used to take forward a large number of small interventions across the city. It is not limited to a particular financial year so (like the LaNTP) is more flexible than some other funds. However, the intention is to spend this funding as quickly as is possible to achieve the benefits. This investment can address local priorities, without reliance on external funding sources or incorporating these improvements into larger investment projects. The types of schemes being taken forward were set out in the June report.

Delivery update – LaNTP

- 1.8. In June 2022, it was expected that the spend profile would be around £4.6m of the £5.8m programme in 2022/23, with £1.2m to be carried forward for spend in 2023/24. This report provides an update on the revised spend profile.
- 1.9. Out-turn spend on projects approved within the LaNTP in 2022/23 is now expected to be in the order of £3m, with £2.8m to be carried forward into 2023/24. Although this is an increase in carry forward of £1.2m since June 2022, the 2022/23 spend is still expected to be a significant increase from the previous year. Despite the carry forward, the programme is still currently fully allocated to projects progressing through the Councils capital gateway process.
- 1.10. LaNTP spend has been slower than expected in part due to the flexibility of the fund leading to staff resources being prioritised on delivering time critical programmes first. The need to revisit designs for schemes following public consultation as well as supply chain delays has also affected spend levels in 2022/23.
- 1.11. The main changes within the LaNTP programme are:
 - Accident savings schemes – increase of £34,000 due to a reduction in the cost of the Oughtibridge and Sheaf Street crossing schemes, but a significant increase in the design cost of the Abbeydale Road/Wolseley Road scheme. Feasibility of a scheme at Barnsley Road - Herries Rd/Owler Lane is included in the programme too.
 - 20mph programme – reduction of £219,000 in the programme, despite no reduction in planned outputs. This is primarily because of reducing the need to ‘underwrite’ the Road Safety Fund (RSF) 20 mph schemes as they are now progressing through the Councils capital approval process. The reduction includes £140,000 originally allocated for the Westfield and Herdings schemes that will be delivered through RSF. There is some variation within each of the individual scheme costs including Crosspool, Farleigh, Hillsborough and Woodseats, but these have generally been around +/- £30,000
 - Pedestrian accessibility – no change in spend, but schemes at Birley Moor Road/Birley Lane (surveys showed that an additional controlled crossing of an arm at the existing signal-controlled junction is not where people are currently choosing to cross) and Crookes/Lydgate Lane (cost) are no longer progressing in 2022/23

- Small schemes - increase of £26,000, including a £14,000 contribution for bollards on the Grey to Green scheme on Angel Street
- Network management – increase of £77,000 including a lower cost of delivering the double yellow line programme (£54,000) the development of a number of programmes (including coach parking, signing strategies, mini Holland development and district and local centre and tram stop accessibility packages moving to '23/24' (£120,000) and early design work on the potential to replace the current temporary crossings within the Active Travel Neighbourhoods with a more permanent solution (£60,000). The expectation is to use some of this years Active Travel Fund (ATF) budget to undertake the work instead). Although there has been some decreases, there is a need to allocate an extra £140,000 to the Broadfield Road scheme. Although primarily funded by the National Productivity Infrastructure Fund (NPIF) additional scope to provide new signal-controlled crossing facilities and a small number of additional parking spaces within the community, coupled with issues discovered on site means that the project requires additional funding to enable successful completion. It is also proposed to fund the ongoing maintenance for the Broadfield Road scheme (£136,000) from this allocation too. The Coisley Hill traffic management scheme (currently on site) has also increased by £24,000, in part due to price inflation of materials.
- Cycle schemes – increase of £74,000 made up from the Netherthorpe Road subway scheme costing less than originally budgeted for (£21,000), and an in year reduction in cycle supporting infrastructure - although the programme will still delivered as forecast. These reductions will enable an additional £176,000 contribution to the maintenance and delivery of TCF and ATF to be made.
- Air quality – increase of £8,000 to invest in the network of air quality monitoring stations around the City

Delivery update – RSF

1.12 Appendix A shows changes between December 2022 and June 2022 with the headlines being:

- 20 mph programme progressing well, albeit at a slightly lower cost (currently £15,000) than expected. However, this still will require changes within the programme (detailed in Appendix A), including a £25,000 increase to the original allocation to the Norton scheme. Total value of the 20mph programme is still around £1,400,000
- Accessibility programme is progressing too – with the Station Road. Halfway Crossing already complete, the Burton Road crossing is expected to receive approval in December 2022 and the consultation on the Rother Valley parking scheme is expected in early 2023. The changes within the programme are detailed in Appendix A. The reduction in the allocation for the Abbey Lane crossing scheme is proposed as other funding provided through the SYMCA could be utilised first.
- Vehicle Activated Sign (VAS) programme – which has been developed with the LACs has started rolling out on site. This programme also includes a revenue element which allows the units to be rotated, as well as the data from the units to be downloaded and analysed.
- The advisory school 20mph programme is still at the feasibility stage

- The Herries - Hillfoot cycle route feasibility report is expected to be completed by Sustrans in December 2022

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The Council and SYMCA have continued to promote schemes of this nature given the wider economic, societal and environmental benefits that can be achieved through local transport schemes.
- 2.2. In accordance with the recommendation, implementing a programme with these objectives contributes towards the delivery of the Sheffield City Region Transport Strategy 2018-2040 and the Council's Transport Strategy (March 2019).
- 2.3. The proposal aligns with Council priorities:
 - "Strong Economy" (supporting organisations in informed decisions on future fleet investments)
 - "Better Health and Wellbeing"
- 2.4. The strategic objectives include;
 - Improving road safety and well-being;
 - Providing additional accessibility improvements to encourage safer connectivity;
 - Being responsive to requests made to the Council from its' customers;
 - Encouragement of more travel by active modes (walking and cycling) and public transport (tram and bus);
 - Integration with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1. As advised in the June report, the Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2. The initial LaNTP programme was developed in consultation with the then Co-operative Executive Member for Climate Change, Environment and Transport. This report provides an opportunity for the Committee to review.
- 3.3. As individual projects within the overall Programme are developed, consultation with Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups, transport operators and disability groups have (and will continue to) take place.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

- 4.1. Equality implications will be considered in the options appraisal of each individual scheme and progressed through the respective Business Case.
- 4.2. It is considered that that programme will provide positive implications for protected characteristics and wellbeing. The objective is to provide a transport system that increases accessibility and supports more active travel movements.
- 4.3. Through working with the Local Area Committees, using the Connecting Sheffield website and continuing the previous approaches (letter drops) to consultation, there will be transparency within the scheme development process. This will ultimately aim to ensure that engagement and consultation is accessible and there is a good level of representation.

Financial and Commercial Implications

- 4.4. LaNTP: Spend will continue to be monitored throughout the year. The maximum value that the City Council can claim from the Mayoral combined authority in 2022/23 is £5.038m. However, this report highlights that it is unlikely that an overspend will materialise due to the delays within the programme. However, if this situation was to develop on a scheme by scheme basis, it would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.
- 4.5. The Road Safety Fund has an allocation of £4m from the Corporate Investment Fund (Community Infrastructure Levy element), as detailed within the 2020/21 budget setting process and include in the approved capital strategy.
- 4.6. LaNTP and RSF: it should be noted that the figures quoted in Appendix A of this paper are inclusive of commuted sums (for ongoing scheme maintenance) payable as a result of any changes made to the highway.

Legal Implications

- 4.7. The Council is under a number of duties relevant to traffic management and to which the proposals carried forward under the proposed LaNTP and RSF programmes may be said to apply. For example, the Transport Act 2000 ('the 2000 Act') places a duty on local authorities to develop policies which will create a safe, efficient, integrated, and economic transport system that meets the needs of persons living or working within the city. The 2000 Act also imposes a duty on local authorities to carry out their functions to implement those policies and, in doing so, secure a more efficient use of their road network, or to avoid, eliminate or reduce road congestion (or other disruption to the movement of traffic) on their road network. This would include where a

scheme delivers on the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire.

- 4.8. The Council is also under a duty contained in section 16 of the Traffic Management Act 2004 ('the 2004 Act') to manage its road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination or reduction of road congestion (or other disruption to the movement of traffic) on their road network.
- 4.9. The programmes detailed in this report are considered to align with the aforementioned duties so as to enable the Council to progress toward the implementation of the projects/schemes set out in the Local Transport capital programme. However, specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes including the powers intended to be exercised. For example, the Council may carry out alterations to the highway itself using powers under Part V of the Highways Act 1980 or implement restrictions on the way in which traffic may use those highways using powers available under the Road Traffic Regulation Act 1984 ('the 1984 Act'), including on an experimental basis where deemed appropriate.
- 4.10. Where appropriate and with regard to its aforementioned duties, the engagement of key stakeholders, residents and members of the public will be carried out by the Council during the planning and delivery of those processes which result in an alteration of the use of the public highway. The proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders before confirming a preferred option.

Climate Implications

- 4.11. Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. Each scheme will include a Climate Impact Assessment as they progress through the capital gateway process, so the detail by project can be considered. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan as well as the local 10 Point Plan and will take on board the Transport Decarbonisation Routemap as that develops. This includes tackling areas with poor air quality, promoting public transport and encouraging modal shift for short journeys to active travel, as well as promoting the decarbonisation of all vehicles. Individual schemes within the programme will be expected to complete a Climate Impact assessment as part of the Councils capital approval process.

Other Implications

- 4.12. There are no direct Human Resource implications for the Council.
- 4.13. There are no direct and known Property related implications for the Council as work is largely proposed within the adopted highway. Where this is not the case, that will be considered in the appraisal of each individual scheme and progressed through the respective Business Case.
- 4.14. Each project will develop its own risk register during the feasibility and design process, in the initial stages of project development. This will be reviewed and updated as the project progressing through various stages and approval processes.
- 4.15. Key risks to the Council continue to relate to the affordability of the schemes within the programme and potential cost rises and uncertainty of any capital project.
- 4.16. The recommendations have no immediate impact on public health but have the potential to be positive given the programme objective to improve greater levels of accessibility, improving safety, promoting public transport and encourage modal shift for short journeys to active travel.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1. 'Do nothing' has been considered but is not considered appropriate as this will result in projects not being delivered. Both the LaNTP and the RSF programmes would not be introduced and the opportunity for economic, environmental and societal benefits will be missed.
- 5.2. It would also be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance of economic, environmental and societal benefits to the communities and businesses in Sheffield.

6. REASONS FOR RECOMMENDATIONS

- 6.1. The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2022/23 financial year, with an opportunity for changes to be considered by Committee that could be made in future years of the current 5-year programme. The proposed programme is extensive and ambitious which comes with its own challenges. The programme utilises internal and external funding sources and staff resources to deliver change to the transport system, considering environmental, economic and societal needs.

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Appendix A: Road Safety Fund Programme

Primary Funding Source	Scheme	Status	Outline Allocation (June 2022)	Current position	Updated Allocation (December 2022)	Change	Notes
RSF	20mph Deerlands	Concept	£140,000	Detailed design	£91,826	£-48,174	Consultation finished, objections report required
RSF	20mph Waterthorpe	Concept	£140,000	Detailed design	£141,000	£1,000	Consultation finished, objections report required
RSF	20mph Jordanthorpe	Concept	£140,000	Detailed design	£147,000	£7,000	Consultation finished, objections report required
RSF	20mph Burncross	Concept	£140,000	Detailed design	£140,000	£0	Aim to issue for construction in December 2022
RSF	20mph Norton	Concept	£140,000	Detailed design	£165,000	£25,000	Consultation finished, objections report required
RSF	20mph Carter Knowle	Concept	£140,000	Feasibility design	£140,000	£0	Consultation expected Dec 2022/Jan 23
RSF	20mph Westfield	Concept	£140,000	Feasibility design	£140,000	£0	Consultation expected Jan/Feb 23
RSF	20mph Herdings	Concept	£140,000	Feasibility design	£140,000	£0	Consultation expected Jan/Feb 23
RSF	20mph High Green	Concept	£140,000	Feasibility design	£140,000	£0	Consultation expected Jan/Feb 23
RSF	20mph Fulwood	Concept	£140,000	Feasibility design	£140,000	£0	Consultation expected Jan/Feb 23
	20mph Total		£1,400,000		£1,384,826	£-15,174	
RSF	Station Road Halfway Crossing	Completed	£273,000	Complete	£333,678	£60,678	Scheme complete
RSF	Burton Road Hillsborough Crossing	IBC - approved	£50,000	Detailed design	£65,175	£15,175	
RSF	Rother Valley Country Park Parking Scheme	IBC - approved	£275,000	Outline design	£300,000	£25,000	Consultation expected Jan/Feb 23
RSF	Forge Dam Parking Scheme	Concept	£18,000	Feasibility design	£18,000	£0	
RSF	Abbey Lane Accessibility Scheme	IBC - approved. Some external funding added	£200,000	Outline design	£150,000	£-50,000	Consultation finished, review of comments received being undertaken. A contribution towards this scheme is included in an MCA programme too, so proposing to reduce the contribution from RSF by £50k to help manage the overall programme total
RSF	Hangingwater Road Crossing	Concept	£200,000	Feasibility design	£250,000	£50,000	
RSF	Elm Lane Hatfield House Road Sheffield Lane Top Crossing	Concept	£100,000	Concept	£100,000	£0	
RSF	Bernard Street Duke Street Hyde Park Crossing	Concept	£100,000	Concept	£100,000	£0	
	Crossing and Accessibility Total		£1,216,000		£1,316,853	£100,853	
RSF	VAS 28 units (one per ward)	Capital	£234,785	Capital	£234,781	£-4	Delivered through Amey
RSF	VAS 28 units (one per ward)	Revenue	£365,215	Revenue	£365,215	£0	Delivered through Amey
	VAS Total		£600,000		£599,996	£-4	
RSF	Advisory School 20mph Pilot	Concept	£100,000	Feasibility	£100,000	£0	Temporary speed limits outside schools
	Advisory School 20mph Total		£100,000		£100,000	£0	
RSF	Signs and Lines	Concept	£100,000	Feasibility	£100,000	£0	Same as small schemes in LaNTP, add to FBC in 23/24
	Small Schemes Total		£100,000		£100,000	£0	
RSF	Herries to Hillfoot Investigation	IBC - approved	£84,000	Feasibility design	£84,173	£173	Feasibility report due to be completed December 2022
	Herries to Hillfoot Link		£84,000		£84,173	£173	
RSF	Schemes developed based on Survey and Accident Data	Concept	£100,000	Concept	£100,000	£0	Work not started yet
RSF	Revenue to support overall programme development	FBC - approved	£400,000	Feasibility	£314,152	£-85,848	The value of spend may reduce as eligible costs are capitalised. This line is also being used as a balancing item to help keep the programme with the £4m allocation.
	Investigatory Review Total		£500,000		£414,152	£-85,848	
RSF	RSF Total		£4,000,000		£4,000,000	£0	

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Report to Policy Committee

Author/Lead Officer of Report: Alex Redman
Senior Transport Planner

Tel: 0114 205 6444

Report of: Executive Director, City Futures

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 15th December 2022

Subject: Double Yellow Lines Programme 2022/23: Report on the objections to the proposed advertised TRO for Double Yellow Lines at 3 locations.

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? 1326				
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 describes the measures to restrict inappropriate parking at three locations across the city through the introduction of double yellow lines (no waiting at any time) parking restrictions.

It sets out officer's recommendations to objections received and seeks a decision from the Committee.

Recommendations:**That the Transport, Regeneration and Climate Policy Committee:**

- a) Notes the representations received;
- b) Concludes that the reasons to support the proposals outweigh any unresolved objections;
- c) Approves the making of the Traffic Regulation Order, in accordance with the Road Traffic Regulation Act 1984;
- d) Approves the introduction of the associated double yellow lines as shown on the plans in Appendix B (Hoyland Road and Bawtry Road) and one plan from Appendix A (Southey Hill);
- e) Requests that officers inform the objectors accordingly.

Background Papers:

Appendix A: Original TRO proposal plans

Appendix B: Revised TRO plans

Appendix C: Objections received

Lead Officer to complete:-						
1	<table border="1"> <tr> <td rowspan="4">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.</td> <td>Finance: Damian Watkinson</td> </tr> <tr> <td>Legal: Richard Cannon</td> </tr> <tr> <td>Equalities & Consultation: Ed Sexton</td> </tr> <tr> <td>Climate: Jessica Rick</td> </tr> </table>	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: Damian Watkinson	Legal: Richard Cannon	Equalities & Consultation: Ed Sexton	Climate: Jessica Rick
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: Damian Watkinson					
	Legal: Richard Cannon					
	Equalities & Consultation: Ed Sexton					
	Climate: Jessica Rick					
	<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	<table border="1"> <tr> <td>EMT member who approved submission:</td> <td>Kate Martin</td> </tr> </table>	EMT member who approved submission:	Kate Martin			
EMT member who approved submission:	Kate Martin					
3	<table border="1"> <tr> <td>Committee Chair consulted:</td> <td>Mazher Iqbal and Julie Grocutt</td> </tr> </table>	Committee Chair consulted:	Mazher Iqbal and Julie Grocutt			
Committee Chair consulted:	Mazher Iqbal and Julie Grocutt					
4	<table border="1"> <tr> <td colspan="2">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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.</td> </tr> <tr> <td>Lead Officer Name: Alex Redman</td> <td>Job Title: Senior Transport Planner</td> </tr> </table>	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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.		Lead Officer Name: Alex Redman	Job Title: Senior Transport Planner	
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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.						
Lead Officer Name: Alex Redman	Job Title: Senior Transport Planner					

1. PROPOSAL

- 1.1 As part of the 2022/23 Double Yellow Lines Programme, Traffic Regulations advertised the intention to introduce double yellow line parking restrictions at 14 locations across the city. The 3 locations listed below received objections to the advertised restrictions from the public consultation and the double yellow lines proposals now require Committee approval.
- 1.2 Southey Hill (including the junctions at Northlands Road and Crowder Avenue).
- Bawtry Road (including the junctions at Newburn Drive, Siemens Drive and one side of the junction of Bawtry Gate).
- Hoyland Road (including the junctions at Hillfoot Road and Sandbed Road).
- 1.3 These sites come from the scheme request list and have been prioritised for delivery, in 2022/23, using the Council's approved methodology.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The functions of the schemes include improving visibility for vehicles and pedestrians at junctions and removing parking that obstructs footways and traffic flows. There is no impact on climate change and there is no economic impact. The situation will be improved for pedestrian safety, HGVs, delivery vehicles and emergency vehicle access at 3 locations, looking at each scheme separately:
- 2.2 At Southey Hill, the Council received complaints from residents in the local area concerning vehicles that block sight lines due to obstructive parking on the brow of Southey Hill which continues down Southey Hill. The obstructive parking combined with the gradient of the highway on Southey Hill obscures visibility for drivers including those exiting the junctions of Crowder Avenue and Northlands Road. Cars currently parking fully on the footway and grass verges of Southey Hill creates a safety risk for all pedestrians including those with small children, pushchairs, and those with mobility aids such as wheelchairs.
- 2.2.1 To address the problem, double yellow lines (no waiting at any time) restrictions were proposed on Southey Hill which includes the junctions of Crowder Avenue and Northlands Road. The original proposed scheme plan is in Appendix A to which there has been one objection and one email of support received from the consultation.

- 2.3 The Council has received requests for double yellow lines along Bawtry Road due to obstructive parking that interrupts the flow of traffic. Bawtry Road is a busy road and is often used to access the Motorway. Cars are parking on the footway and are parking on both sides of the highway which is causing increased traffic congestion and preventing a clear highway. Vehicles are parking on many of the side streets off Bawtry Road including Siemens Close and Newburn Drive which contributes to the obstruction of sight lines when exiting the junctions and joining Bawtry Road. There are existing double yellow lines around the junctions of Bawtry Gate, Norborough Road and Harrowden Road. There have been 7 objections received from the public consultation at this location.
- 2.3.1 To try and resolve some of the issues raised, the Council advertised parking restrictions, as shown in the original plan in Appendix A. All of the objections were reviewed and considered leading to changes to the original plan. The amended TRO proposal plan can be found in Appendix B.
- 2.4 The parking on Hoyland Road is extremely obstructive on both the highway and the footway which, is preventing pedestrians including those with mobility aids, from safely using the footway. This is forcing pedestrians to walk along the highway and navigate through parked vehicles. Both large and small vehicles are parking on both sides of the highway which makes accessibility and visibility extremely difficult for all drivers including visitors attending the local businesses. There have been 9 objections and 2 emails of support received for the TRO proposal at this location.
- 2.4.1 Double yellow lines have been proposed along Hoyland Road including the junctions of Hillfoot Road, Fairfield Road and Sandbed Road to reduce obstructive parking and to ensure the footways are clear and safe to use by all pedestrians. Visibility at several junctions off Hoyland Road is very limited visibility for drivers when trying to exit on to Hoyland Road. Appendix A includes the proposed TRO plan for this location. All of the objections were reviewed and considered, leading to changes to the original plan. An amended TRO proposal plan is located in Appendix B.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce the proposed parking restrictions has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals. The local Ward Members and Statutory Consultees were informed about the proposals.
- 3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This states that "*An objection* [to the making of a Traffic Regulation Order] *shall be made in writing*".

- 3.3 All Traffic Order notices which are published as advertisements state that objections can be made by email, as do the notices placed on street.
- 3.4 The Regulations stipulate that “*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*” However, comments and objections received after the closing date are normally added to the collation of responses and duly considered.

3.5 CONSULTATION RESPONSES

- 3.5.1 Officers have replied to all correspondence with an acknowledgement or answering specific questions and clarifying the proposals if required so that constituents are fully informed before making formal approvals/ objections to the scheme. Objections and support received for all 3 locations can be found in Appendix C.

3.6 Southey Hill

- 3.6.1 2 responses were received for the proposal at Southey Hill, of which one response was an objection to the scheme and the other response was in support of the scheme.
- 3.6.2 The objection to the proposal was based on the grounds of displaced parking resulting in unsafe parking and congestion on the west side of Southey Hill. The TRO proposed a total of 87.5m of double yellow lines on Southey Hill, including 10m around the junctions of Crowder Avenue and Northlands Road due to obstructive parking and poor visibility for drivers and pedestrians at this location. The introduction of double yellow lines on the east side of Southey Hill will address the issue of obstructive parking on both the highway and the footway and improve visibility and sight lines for drivers travelling down Southey Hill and when trying to exit Crowder Avenue and Northlands Road. Double yellow lines were considered but not proposed on the west side of Southey Hill as the issues regarding obstructive parking and blocked sight lines was prominent on the east side of Southey Hill causing an increased safety risk.
- 3.6.3 There may be a degree of displaced parking on the west side of Southey Hill to accommodate those vehicles that have frequently parked on the east side of Southey Hill. However, a large proportion of those vehicles will include patients visiting the dental surgery where there is currently no available onsite parking. However, this would only be during the opening hours of the dental surgery and there is still ample parking available on Southey Hill and the side roads to absorb the loss of on street parking on Southey Hill. There is no right to park on the highway in any particular place, including on the highway near to one’s property. The primary purpose of the highway is to ‘pass and repass’, parking being incidental to the public right to do that. Where parking is available, the Council may use its powers to restrict that parking to specific classes of traffic where it identifies sufficient benefit to doing so and after having regard to its

broader duties. It is recommended that the proposed TRO plan remains as advertised with no amendments required to the extent of the double yellow lines.

3.7 Bawtry Road

- 3.7.1 7 objections were received for the proposed TRO at Bawtry Road. The main concerns raised in all 7 objections were regarding displaced parking because residents would be constrained to park their vehicles outside other resident's properties due to having no off-street parking. Subsequently, concerns around increased tensions between residents and a breakdown of neighbourly relationships due to a reduction of available parking was also included in one of the objections.
- 3.7.2 The proposed TRO plan contained a total of 390.5M of double yellow lines along Bawtry Road and around the junctions of Siemens Close and Newburn Drive (see Appendix A). This was to address the issues of obstructive parking on both sides of Bawtry Road including vehicles parking on the footway. This is causing disruption to traffic flow which, reduces visibility of oncoming traffic and the footway is unsafe for pedestrian use. The junctions of Siemens Close and Newburn Drive are also obstructed with parked cars, reducing sight lines for drivers entering and exiting the junctions and blocking the formal crossing points for pedestrians. Bawtry Road is an extremely busy road due to direct links to the motorway and so maintaining traffic flow is essential at this location. Visitors of Tinsley Green Park may use on street parking if travelling from wider areas of the city which will contribute to the impact on the flow of traffic. The proposed 160m of double yellow lines along the east side of Bawtry Road would improve the traffic flow along Bawtry Road.
- 3.7.3 After consideration of all the objections and to mitigate the concerns raised in the objections, the double yellow lines have been amended and reduced by 53m to 337.5m as follows. The amended plan can be found in Appendix B.
- By 10m (5m from each side of the junction from 12m to 7m) at the junction of Siemens Close
 - By 5m (from 12m to 7m) at junction of Newburn Drive at the corner of No.116 Bawtry Road.
 - By 38m (from 49m to 11m) located outside No. 116 and 118 Bawtry Road.
- 3.7.4 Bawtry Road including the side Roads consists of many residential properties which do not have off street parking facilities. Understanding the concerns raised by the objector's, the proposal includes 39m of highway that is not subject parking restrictions between properties 98 – 112 Bawtry Road and an additional 38m from 118 Bawtry Road continuing south to the existing double yellow lines where vehicles can park. No parking restrictions are located on Siemens Close, Newburn Drive, Norborough Road and Harrowden Road located off Bawtry Road, other

than the existing double yellow lines and the minimal amount of proposed double yellow lines required to protect the junctions. Subsequently, these roads can accommodate vehicles for parking if required.

- 3.7.5 It is considered that the above reductions of double yellow lines should be sufficient to address the objector's concerns and that the introduction of the reduced restrictions will still achieve the original aim of the scheme to prevent obstructive parking and prevent disruption to the traffic flow on Bawtry Road and its existing side roads.

3.8 Hoyland Road

- 3.8.1 9 objections and 2 emails of support were received for the proposed TRO at Hoyland Road which included a total of 356m including the junctions of Hillfoot Road, Fairfield Road, and Sandbed Road. Hoyland Road consists of multiple local businesses that all provide different services. One of the main grounds for objection received was regarding the negative impact the parking restrictions would have on the businesses, including the ability to continue to function correctly without available parking for customers due to the nature of the business. There is no right to park on the highway in any particular place, including on the highway near to one's property. The primary purpose of the highway is to 'pass and repass' and not be used as designated space for parking of vehicles to support any business or resident.

- 3.8.2 Comment was made in relation to the proposed parking restrictions preventing disabled drivers from parking within a close distance to the business they would be visiting. Any disabled driver who is a blue badge holder can legally park on double yellow lines for a maximum time of 3 hours when displaying their blue badge clearly in the vehicle. The proposal TRO would not prevent disabled drivers from parking within close proximity to the businesses on Hoyland Road. The proposals do not include 'No Loading' restrictions which would also permit any driver to load and unload their vehicle whilst parked on the double yellow lines.

- 3.8.3 A further comment was raised regarding how the proposed TRO to reduce the amount of on street parking will affect the custom of the business, if customers and visitors are not able to park to on Hoyland Road. The proposed TRO does not include the full length of Hoyland Road and so available parking for customers and visitors is available further along Hoyland Road if required. The purpose of the TRO is to prevent obstructive parking on the highway and the footway of Hoyland Road that is unsafe for all drivers, cyclists, and pedestrians. This affects sight lines and dramatically reduces visibility which can result in collisions.

- 3.8.4 A comparison of the plans, in Appendices A and B, will show that the length of the double yellow lines at Hoyland Road have been reduced by a total of 52m to 304m. This maintains a considerate level of available on-street parking and mitigates the concerns raised in the objections received

from the public consultation. The amendments recommended for this location are as follows: -

- 37m reduction of of double yellow lines on the east side of Hoyland Road (see Appendix B)
- Reduction of 15m of double yellow lines on the west side of Hoyland Road outside units 19 and 21.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1. Equality Implications

- 4.1.1 The measures will improve safety at junctions, on footways and on the highway, through the removal of parking that obstructs visibility for both vehicles and pedestrians. This should have a positive impact for all highway and footway users particularly those with disabilities, older people, and school age children.

4.2. Financial and Commercial Implications

- 4.2.1 The total cost of implementing the full double yellow lines programme for 14 locations, including the commuted sum payment for ongoing maintenance costs, is to be funded from the allocated capital budget for 'Double Yellow Lines 2022/23' within the Local Transport Plan.
- 4.2.2 As the programme is an annual rolling programme, only a revised Final Business Case is required which has not yet been submitted for this year's programme. The total cost for implementing the works for all 14 sites are as follows: -

£12,824 lining works
£1,282 HMD fees (10% of the total construction works)
£29,777 Transport and Traffic Regulation fees
Grand Total £43,883

£13,331 Commuted Sum (Revenue)

4.3. Legal Implications

- 4.3.1 The Council has powers under the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report. The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of the Road Traffic Regulation Act 1984 ('the 1984 Act') for reasons that include the avoidance of danger to people or traffic and for facilitating the passage on the road or any other road of any class of traffic (including pedestrians). In exercising the powers under the 1984 Act, the Council must have regard to its duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including

pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway.

4.3.2 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations') as well as take such steps as it considers appropriate for ensuring that adequate publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements.

4.3.3 The Council is required to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are presented for consideration in this report. The Council may modify an order, whether in consequence of any objections or otherwise before it is made. The modifications described within this report are not considered to be, individually, substantial changes in the proposed order.

4.3.4 The Council is under a duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies, and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

4.3.5 The Council has a duty under section 149 of the Equality Act 2010 (the public sector equality duty) in the exercise of its functions to have regard to the need to:

- a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;
- b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it

The proposed measures described in this report, as amended in light of the objections received, are considered to comply with this duty.

4.4. Climate Implications

4.4.1 There are no climate implications from the proposed scheme.

4.5. Other Implications

- 4.5.1 The implementation of these schemes will improve road safety for pedestrians and motorists as sight lines will not be obstructed by parked vehicles.
- 4.5.2 The introduction of parking restrictions may have a positive impact on the way people choose to travel. Where on-street parking is limited, it may encourage people to use bikes and / or public transport, in preference to cars. This, in turn, supports the Clear Air Zone initiative.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The only alternative is to not introduce any parking restrictions at these locations. This is not considered to be an acceptable option. The measures proposed will contribute to pedestrian safety by improving visibility at crossing points and prevent parking that blocks footways. The improvement of sight lines at junctions also contributes to vehicle safety. The removal of obstructive parking ensures accessibility for all vehicles, including emergency service vehicles
- 5.2 Without the introduction of the parking restrictions, outlined in this report, all road safety and accessibility issues, for both pedestrians and vehicles, will remain.
- 5.3 The beneficial effects of the proposed measures do not incur the penalty of having adverse effects on either the climate or the economy as there are none. No other alternatives to parking restrictions have been considered.

6. REASONS FOR RECOMMENDATIONS

- 6.1. The proposed measures will address obstructive parking. This will improve access and visibility and thereby safety for all road users. It will also achieve the removal of parking that obstructs footways and thereby improve pedestrian safety, accessibility and assist traffic flow. Having considered the response from the public and other consultees it is recommended that the Traffic Regulation Order to introduce the double yellow line restrictions be implemented as, on balance, the benefits of the scheme are considered to outweigh the concerns raised.

Appendix A – Proposed TRO Plans

Appendix B – Amended TRO Plans

Appendix C – Objections and support

Southey Hill

Support	<p>I've lived on Southey Hill for 32 years. I proposed similar restrictions when I was chairman of the (now defunct) Tenants Association (25 years ago). I was told by the council at that time that cars parked on the street acted as a safety measure by slowing traffic down! I thought that that reason was ridiculous at the time as motorists did NOT slow down. Needless to say I fully support this proposal.</p>
objection	<p>We received your letter about the proposal to introduce waiting restrictions on Southey Hill, Northlands Road and Crowder Avenue. I scanned the letter and circulated it to XXX for their comments. XXX has the following objection:</p> <p>I think my concern would be that everyone going to the dentist, NHS building etc would then park on the opposite side of the road (ours) which already gets congested so it would just move the issue to our side of the road!! I think we need to object on the grounds that we will be impacted by this in that our side of the road will be where everyone parks, and it will cause more congestion and unsafe parking!</p> <p>My comment is: We have meetings with young people and professionals in our building and the XXX also delivers XXX sessions from the building on Thursday mornings and need to be able to park as close as possible to our front door (on Southey Hill) when they are unloading the food that has been donated to the project. The proposed yellow lines will mean that people attending the BUPA dentist (30 Southey Hill, not labelled) and Northlands Community Health Centre (labelled on your map as 'Southey Hill House') are much more likely to park in front of our building which will reduce availability of parking for people using our building.</p> <p>I would also like to comment that on your map our building has the label 'Surgery' against it. The building hasn't been a surgery for a long time – we moved into these premises in 2011. Please could you change the label on the map to read XXX?</p>

Bawtry Road

Objection	<p>I object to the waiting restrictions proposed by the Sheffield City Council.</p> <p>Its not acceptable to issue these because there will not no space to park for myself and my family. There has already been dispute among the other residents and even got into fights about parking and this will make the neighbourhood even more difficult to live in. You don't understand the detrimental effects this will cause. The main road you have proposed to have no waiting restrictions, but have you thought where the residents there will park? Obviously will crowd siemans close and its already difficult to park as it is.</p> <p>This really is going to cause more harm to the neighbourhood you will be ruining the relationships between neighbours and causing more aggressive behaviour. It will severely effect mental health and cause harm to the community by increasing stress and worry about where to park and putting vulnerable adults at even more harm thus increasing the crime rates in the area.</p> <p>Not the way forward.</p>
Objection	<p>Hello XXX,</p> <p>I like to object to the new proposals.</p> <p>Kind Regards.</p>

Objection	<p>I object the proposed traffic orders. Parking has always been a issue, as I'm disabled I can't get parked. Parking has caused a nuisance so has the old school building. If you want restrictions then give us parking in the council building which is the Tinsley infants school which is getting used a drugs den and not a gym.</p> <p>XXX</p>
Objection	<p>Reference;-TR-22-BR-AG1</p> <p>For the attention of XXX.</p> <p>Regarding;-Proposed Traffic Orders.</p> <p>Location;-Bawtry Road,Newburn Drive,Siemen Close.</p> <p>This Email is sent to register my initial objections to your proposals and proposed alterations as stated in your letter dated 24th August 2022.</p> <p>Supporting emails relating to my total objections to your proposals,will be submitted to next week.</p> <p>Thank you..</p>
Objection	<p>See letter in consultation file</p>

Objection	: Hi its XXX from XXX iam objecting yellow lines on bawtry road in tinsley area reason being new burn drive and seimens close are already conjested with cars ,people from new burn drive and seimens close are parking their car ...
Objection	Hi its XXX from XXX .I am objecting yellow lines on bawtry road people from new burn drive and seimens close are already paking their cars on bawtry road if u put yellow lines on bawtry road where all cars is going to park. Yes...

Hoyland Road

Suppor	Hi andrew, my name isXXX , my premises are on XXX I have just received your letter and I think the proposed double yellow lines are a great idea. The cars that are dumped around the area are getting out of controll , I hope this will sort the issue out . My only request is that possibly could a single yellow line but put at the front of my gates allowing my customers to park temporarily so I can give them estimates ? (marked in blue on the attached photo) no vehicle will be left there as it would block my gates , thanks XXX
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objection	<p>Good evening</p> <p>I'd like to object to your planned proposal of double yellow lines on Hoyland Street, sanbed Road and Hillfoot Road.</p> <p>By putting these marking you are restricting several businesses as people will avoid them due to not being able to park.</p> <p>The financial loss to companies could force closers of businesses meaning people will lose jobs</p>
objection	<p>Objection to Proposed Traffic waiting restrictions - Hoyland Road</p> <p>Dear XXX, I Hope you are well. I am emailing as I wish to oppose the proposed traffic waiting restrictions you wish to impose on Hoyland Road, Neepsend.</p> <p>There are a number of reasons (seven I believe) in which i wish to oppose this proposal of traffic waiting restrictions on Hoyland Road.</p> <p>My main reason is that I regularly visit this area and as I have several disabilities one at present being that I cannot walk far and I use crutches and the fact that I have serious breathing issues (in which I was recently hospitalised for) meaning I struggle to walk far without getting breathless.</p> <p>I regularly visit the business XXX</p> <p>By imposing the waiting restrictions you are intending to propose are discriminating against me under the Equality Act 2010.</p> <p>The Equality Act 2010 states that: People who access goods, facilities and services possessing the following 'protected characteristics' are protected by EqA 2010: - disability</p> <p>As I have several disabilities I am protected under the Equality Act 2010 for a protected characteristic.</p> <p>The Equality Act 2010 prohibits discrimination whether this be Direct or Indirect discrimination. As your intentions are to put no waiting restrictions on both sides of Hoyland Road all the way almost to the top this is discrimination as this is preventing me from accessing a business I regularly use on this road and I feel that by attempting to place traffic waiting restrictions on both sides of the road you are treating me (a person with a protected characteristic as defined under the Equality Act 2010) less favourably than someone without a disability.</p> <p>You are attempting to refuse me or cause me great difficulty access to a public business I regularly attend. It can also be argued that as</p>

the proposal is to go from the bottom of Hoyland Road to almost the top that this is in fact victimisation towards the businesses at the bottom and users who attend these businesses especially people like myself who have a disability and have limited walking ability. By placing restrictions on both sides and so far up the road limits my ability to be able to access the business I intend to safely.

The Equality Act 2010 (EqA 2010) prohibits businesses who provide services to the public (for payment or not) from discriminating against, harassing and victimising certain classes of persons. The Act also places an obligation on such businesses (referred to as 'service providers') to make reasonable adjustments for disabled people.

The business I attend always makes reasonable adjustments to allow me to park near the entrance of the business to assist me due to my disability however Sheffield City Councils proposal to restrict waiting times prevents this and therefore this impacts my disability drastically and in effect means that Sheffield City Council are discriminating against people with disabilities attending the businesses.

Furthermore the Act states that "reasonable adjustments" must be made for disabled people and I believe that Sheffield City Council are attempting to remove this "reasonable adjustment" by not allowing me to park at the bottom of the road near the business I am regularly attending.

Everyone has the right to be able to access any public business safely and by restricting parking prevents this drastically and in fact discriminates not only visitors to the business who have disabilities but people generally visiting the businesses.

Therefore I **STRONGLY OPPOSE** to the waiting restrictions intended on both sides of Hoyland Road from the bottom of the road for this first reason given above.

The second reason I oppose is I generally feel that the businesses at the bottom in particular XXX are being victimised and targeted by potentially other businesses and/or Sheffield City Council themselves. The reason for this is the restrictions you are proposing only affects their business. Their business has been there for several years without any previous issues regarding parking and this is would no doubt probably be detrimental to their business as people who regularly visit their business will no longer be able to do so. The restrictions stop almost at the top of the road before another business and this is also why I feel is it targeted towards the business I attend.

Also the business I attend has recently done me a recovery as my cars engine had blown up on the motorway with my children present. If the business could not have taken my car to their business on their recovery truck my children and I would have potentially been stranded

on the motorway.

The business is evidently a recovery business and therefore I presume they would need to be able to park their truck on the road to be able to recover cars needed. They will also need some space to park the car should it need repairing (as they need to place it somewhere before they can get it into their yard to work on it)

This business has been here for several years before the industrial units were taken over by the new owners and I feel that they could be part of this sudden proposal of restrictions.

I feel that XXX are deliberately being victimised and targeted and this now includes those people doing this using Sheffield City Council as a way to do this further.

I would also like to point out that victimisation and harassment is covered under the Protection of Harassment Act 1997 and this includes and is not restricted to victimisation using a third party.

For this second reason I STRONGLY OPPOSE the proposed traffic restrictions.

It has also been suggested that the reason for this alleged proposal is that the vehicles being able to wait there restricts access to the paths, particularly to disabled users. Again I dispute this point as stated above I am a disabled person and I can access these paths without any issues and therefore refer to the fact I feel the business is being targeted.

I would also like to point out that this is NOT a regular main road, it is not accessed often and is only accessed mainly by users using the businesses near most of which are businesses regarding vehicles in some way such a skip company, car painting, recoveries and repairs etc.

As this road mainly is for these businesses the majority of people accessing this road do so in a vehicle and the road is mainly used by these. The footpath is rarely used as there is no where to "walk too" as such.

For this third reason I STRONGLY OPPOSE the proposed traffic restrictions.

The restrictions as previously explained only seem to restrict the main two bottom companies XXX and I therefore feel it is targeted towards them. By putting these restrictions on both sides of the road would make their businesses hard to run and I therefore oppose to the restrictions being placed on both sides of Hoyland Road. It is evident that this is a targeted attack to these companies especially "Independent Recovery Services" which has been there a considerable amount of time and never had any issues previously. XXX have been there for a lot longer than most businesses there and these restrictions would have a negative impact on their business being able to function correctly. The restrictions would have a

negative impact on this business and users attending this business dropping vehicles off for repairs or needing recovery. As standard if a car has been recovered it obviously no longer runs and needs repair, therefore it needs to be dropped at a place where the repair can take place and therefore there needs to be somewhere for this to happen.

For this forth reason I STRONGLY OPPOSE to the proposed traffic restrictions

Also i would like to draw your attention to the car parks that are near the business i regular attend. The car parks near by are all privately owned and have parking restrictions on therefore these are not accessible to myself when visitingXXX. Furthermore, due to my disability and breathing difficulties I may require to park up longer than normal in order to resume driving safely. Therefore I need to be able to wait in my vehicle if needed.

The car parks are privately owned meaning if I am not visiting one of the privately owned businesses I cannot park there. This is also the same for any other visitors attending any other businesses in the area therefore restricting parking drastically. If the proposed waiting restrictions were implemented this would cause further issues for all visitors attending businesses on or near Hoyland Road.

For this fifth reason I STRONGLY OPPOSE to the proposed traffic restrictions

In addition sometimes I can be attended the business or sat in my car for several hours and therefore any parking restrictions would be detrimental to me and my health and prevent me from doing so and potentially forcing people to drive when unsafe to do so.

Furthermore, I would like to draw your attention to the fact that their is a Skip business near by whose drivers also regularly park up due to them needed breaks in line with driving regulations and therefore need somewhere to be able to pull up safely to do so. If the restrictions were imposed this would prevent this and potentially cause further parking issues on Neepsend Lane, which is also a main road and public bus route, which can get extremely busy especially during rush hour.

For this Sixth reason I STRONGLY OPPOSE to the proposed traffic restrictions.

I would also further like to point out that whilst i appreciate some roads having parking restrictions and these are needed I do not feel Hoyland Road needs these restrictions for parking or waiting. The road is not busy, it is not a main road and it is mainly accessed by vehicles attending businesses on the road and is rarely used by pedestrians. It seems evident to me that someone near or the Sheffield City Council are attempting to prevent disabled users from accessing the area and businesses within the area.

	<p>For this Seventh reason I STRONGLY OPPOSE to the proposed traffic restrictions.</p> <p>To confirm I am FULLY OBJECTING to the proposed traffic waiting restrictions on both sides of Hoyland Road.</p> <p>The area is a business industrial estate mainly consisting of businesses who use vehicles or repair, recover or repaint them and I feel that the restrictions would impact these. I also feel that if the waiting parking restrictions were put in place this would have a negative impact on the businesses and the area and as the area is currently thriving this would be detrimental to all.</p> <p>The parking currently available does not prevent or restrict anyone from attending any businesses in this area and does not restrict any traffic to or from the area. The parking if anything increases visits to the area and allows businesses to run effectively.</p> <p>Therefore I strongly oppose to any waiting parking restriction within this area especially at the bottom of Hoyland Road in which i access regularly.</p> <p>I also ask that i am notified and given the opportunity to attend any council meeting or decision regarding this as I would like to be involved in the consultation process fully. Therefore, please can you make me aware and invite me to any intended meetings/discussions/panels</p>
objection	<p>I am a regular user of the garage on Hoyland Road and travel quite a distance to use it. It has always been my trustworthy, reliable garage since before I left the area and I travel some distance from my home in Grimsby, I need to be able to park my car up there to await repair etc.</p> <p>So I oppose the proposed restrictions as with me travelling such a long distance to the garage I've used for many years. At times I have had to park my car on the road outside the garage as I sometimes have to arrive at different times.</p> <p>Kind regards,</p>

objection	<p>Objection to Hoyland Road traffic restrictions</p> <p>To whom it may concern,</p> <p>I am writing to object to the proposed plans for parking restrictions on Hoyland Road, Neepsend Sheffield.</p> <p>I currently work on this road and I believe my work place is personally being targeted for whatever reason. I have been working here for several years with no issues and now a new company has taken over the industrial estate. We seem to be being targeted for several things, parking being one of them. My workplace relies on customers being able to park their vehicles on the road whilst attending my workplace and with this removed will cause issues to my workplace as well as financial implications. We are being harassed and bullied after working here for approximately 12 years with no previous issues at all.</p> <p>Also the restriction would mean i would not have nowhere near my workplace to park my own personal vehicle to attend work. I can work various long hours which can range from 7am until 10pm and the parking restrictions would mean i would not have anywhere to park. The car parks near are private and have parking time restrictions so this is also not an option for me.</p> <p>My workplace recovers cars, some of which are in the middle of the night. The recovery drivers sometimes have to drop the cars outside the business on the road until the business is open or someone is able to move it. As a lot of these are broken it is not as simple as just driving and parking the cars somewhere else. The recovery driver needs to leave it near the business so that it can be dealt with the next day or so. All cars that are left outside my workplace are all road worthy and legal containing the correct requirements as defined in law</p> <p>Some people who attend our workplace are disabled and therefore require access to be able to park closer to use our business. Also once a car has been fixed the car is often parked on the road so the owner can collect it and know it is ready and can collect it if the business is not open as some of our customers work different hours to us.</p> <p>I feel we are being accused of some vans that have been parked around the back of our company. I can confirm none of these belong to us.</p> <p>The current proposed restrictions mean that no one can park at the bottom of the road on either side and the only suggested parking is at the very top of the road which impacts our company.</p> <p>often we have elderly customers who also attend who struggle to walk distance and these restrictions would prevent this</p>
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We often work on customers' vans who need to drop the vesicles out of our hours to enable them to then proceed onto their work for the day.

Some recoveries we do means that valuables are sometimes left in the cars as the car has broken down without notice meaning we need to ensure the vehicles are parked as safely and securely as possible being at the top of the road would prevent this

none of our vehicles or any that attend our workplace block anyone from accessing the public pathway if they required to do so, we even attempt to park so that 2 HGV's can access the road at all times so that there is no implications there

This is an industrial estate so not many members of the public walk here the majority of people are attending businesses using vehicles

These restrictions will create extreme difficulty for our company and us trading and potentially lose us customers due to them not being able to park. As we have just survived through a pandemic this would create us great financial hardship and implications and potentially force our company to close.

putting lines down and restricting parking is not needed or required. The parking does not prevent anyone accessing the road, the restrictions would only prevent people from visiting the businesses around there. It is not a main road in which there are residential properties or any schools. There is no need for the restrictions to be in place at all

I feel the XXX are trying to prevent the parking in an attempt to get businesses closed down within the area so that they can expand on it. Their car parks do not allow for any businesses or their visitors that are not part of their industrial estate to park there. This would cause extreme issues for people working in the area and also visiting the businesses.

There are also XXX who regularly use the road to park their HGVs up to have their taco breaks as required by law. If they were not able to park this would cause great difficulty for them and other roads around us.

I feel we are being targeted as the proposed restrictions stop towards the end of the top of the road and do not apply to roads such as Boyland Street (Please see attached image) within the area which are through roads and are accessed by numerous vehicles and members of the public using the footpath and the skate park next to it. As you can see in the image provided this parking seems more problematic than ours.

Furthermore, i would also like to point out that our company gate opens outwards and therefore the restrictions would in effect prevent us from having cars in our drive way and entrance to our company

Several other people also park on this road to use the electrical shop (XXX) and the restrictions would cause issues also for people attending that business.

There is private roads around by company owned by the owners of industrial estate therefore i would not be able to park anywhere near

When repairs are complete on vehicles these are parked onto the road to await collection so i can get on with the next job if these restrictions were granted then it would cause issues as some customers do not collect until after our closing times

Also i do school runs etc and this means i need access to my vehicles to be able to collect the children and return with them

**I DO NOT AGREE WITH THE PARKING RESTRICTIONS AND
OBJECT TO THEM BEING PLACED**

support	<p>I am writing to you in support of the proposed traffic regulation orders outlined in the letter sent to local businesses.</p> <p>We opened our business on July 25th 2020, but scouted the area out at least 12 month prior to this. During this time, just over three years, the areas specified in the letter, in particular Hoyland Road, have been filled with scrap vehicles. There hasn't been a single moment in time that this area hasn't been littered with these vehicles.</p> <p>We have several issues with the allowance of this. First and foremost we would question the legality of this; storing vehicles without MOT and tax (in most cases) on public roads. This would induce fines for the general public, yet here it seems to be ok.</p> <p>Most importantly, pedestrians are forced to walk on the road due to vehicles taking up all the space on the pedestrian walk way. This includes forcing disabled persons and parents with children and prams to risk walking on the road. Many people walk to local businesses and these vehicles being in the way increase the risk of road traffic accidents to everyone, including the most vulnerable people in society.</p> <p>The presence of the vehicles restrict your view when turning into and off of the road for oncoming vehicles and pedestrians. This will increase the chances of a collision. Coupled with the above enforcement of pedestrians onto the road, it is a miracle there hasn't already been a serious incident.</p> <p>There are several business within the immediate area. All these businesses rely somewhat on their image to attract new and repeat custom. Unfortunately, the road looks like a scrap yard. Alongside the disused and irreparable vehicles, tyres have started to accumulate. This actively damages the images of local businesses and we believe discourages new custom, simply because it looks so unsightly. It also makes it more difficult to navigate, blocking the view of sign posting. This reduced vision can also mean people feeling less safe, particularly considering the location is near high crime areas.</p> <p>Lastly, the road is supposed to be for the public. It is public property designed to allow the free and unencumbered travel of the general public. The road and roadside is not there for the sole use of a business at the direct impedance of the general public.</p> <p>We know this may have a direct impact on the companies storing these vehicles, but feel that they are acting in an illegal and unsafe manner at the detriment to other businesses and the general public.</p>
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objection	<p>I am contacting you to express objection to the proposed restrictions.</p> <p>I use a local business for repairs to my car and parking restriction would leave nowhere to park.</p>
objection	<p>12/09/2022 Your Ref :TR-22HRN-AG1</p> <p>To Whom It May Concern</p> <p>Ref : Traffic Regulation Order, Proposed prohibition of waiting on Hillfoot Road & Hoyland Road.</p> <p>I am writing to place on the record Our Strong objections to the above proposal.</p> <p>This is a commercial area with very little footfall and there is no one blocking the freedom of movement of the few pedestrians around on the footpaths.</p> <p>This will severely affect the successful small businesses operating on Hoyland Road which are all Vehicle repair garages. As these have customers dropping off and collecting cars all day , to not allow parking will be removing the rights of the public to freely use the business of their choice.</p> <p>We have been operating our business from these premises for aproximately 15 years with no problems from surrounding businesses.</p> <p>While we have been here there has been one accident caused by someone sliding on ice during the winter.</p> <p>Every day there are articulated trucks (40ft up to 80 tons) driving up and down Hoyland Road , we have never received any complaint from the drivers of these exceptionally large vehicles.</p> <p>Nor any complaints from the drivers of any other vehicles.</p> <p>We do not understand why only businesses on the bottom of Hoyland Road are being targetted for restrictions as the double yellow lines will not be extended to the top of the road where there are no businesses and there for no nessesity for parking.</p> <p>There is an unlicenced business in close proximity (Fairfield Road to the rear of our premises) causing a lot more obstruction to footpaths and the highway which your plans do not ear mark for restricing and</p>

	<p>we require a reason for this. I have attached Photos Labeled XXX.</p> <p>There are also others parking on footpaths on Parkwood Road/Neepsend Lane and Boyland Street. As these roads are through routes and highly pedestrianised, There are more likely to be accidents causing injury to pedestrians and cyclists. Again I have attached photographs</p> <p>All the vehicles we have parked are road legal, and we pay approx 6000k a year to to keep them that way.</p> <p>The complainants we are told are XXX This XXX will not in anyway be affected by these restricitons as they have sole use of private parking areas within the unit grounds and their own private road.</p> <p>The businesses on Hoyland Road are not permitted to use these parking facilities.</p> <p>We are fighting to keep our business operating, it will be practically impossible to do this if there are parking restrictions on both sides of the road. We therefore thank you for this taking into consideration and looking at the photographs attached.</p> <p>With Regards</p> <p>XXX</p>
objection	<p>12/09/2022 Your Ref :TR-22HRN-AG1</p> <p>To Whom It May Concern</p> <p>Ref : Traffic Regulation Order, Proposed prohibition of waiting on Hillfoot Road & Hoyland Road.</p> <p>I am writing to place on the record my strong objections to the above proposal.</p> <p>I assist my husband with his business XXX.</p> <p>I am a blue badge holder, so if the restrictions go ahead I will not be able to attend the premises as I am unable to walk very far. and there will be nowhere for me to park my vehicle close by I do consider this to be discrimination becasue as disabled person I will not have the freedom of movement I am entitled to. There is not any provision for disabled parking in the area.</p>

	<p>Thank you for your consideration in this matter.</p>
objection	<p>I am writing to object to the proposals of the 2 lines being placed on Hoyland Road s3 8ab</p> <p>I regular visit this area with my 4 year old toddler and to take my car to the local garage there if the parking was restricted this would cause serious issues for me to take my car and for me and my toddler to walk around there. The area is an upcoming area and a nice area to walk around whilst my car is being repaired</p> <p>The reason this objection is slightly late is due to the fact I have only just been informed of this</p> <p>No notifications have been placed around the area informing everyone and this is not showing a true representation of anyone who may wish to object who visits the area</p> <p>There should have been notifications placed around</p> <p>If they had been I would have objected before however it is only slightly late and I have provided reasons why which I see as justifiable and I hope my objection will still be included in any discussions taking place</p> <p>I object to any lines being placed on Hoyland Road s3</p>

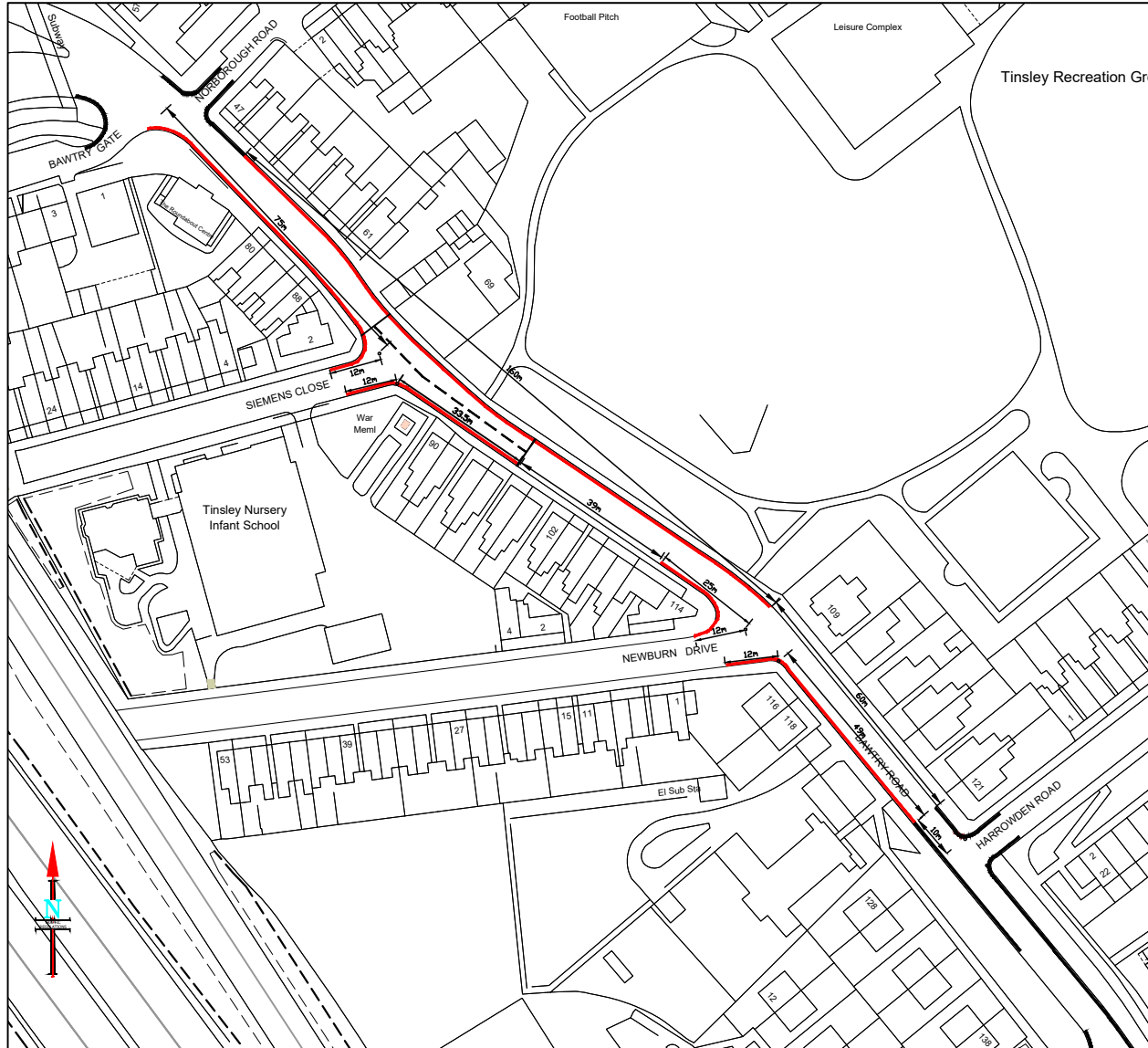
objection	<p>I am writing to place on the record Our Strong objections to the above proposal.</p> <p>This is a commercial area with very little footfall and there is no one blocking the freedom of movement of the few pedestrians around on the footpaths.</p> <p>This will severely affect the successful small businesses operating on Hoyland Road which are all Vehicle repair garages. As these have customers dropping off and collecting cars all day , to not allow parking will be removing the rights of the public to freely use the business of their choice.</p> <p>We have been operating our business from these premises for aproximately 15 years with no problems from surrounding businesses.</p> <p>While we have been here there has been one accident caused by someone sliding on ice during the winter.</p> <p>Every day there are articulated trucks (40ft up to 80 tons) driving up and down Hoyland Road , we have never received any complaint from the drivers of these exceptionally large vehicles.</p> <p>Nor any complaints from the drivers of any other vehicles.</p> <p>We do not understand why only businesses on the bottom of Hoyland Road are being targetted for restrictions as the double yellow lines will not be extended to the top of the road where there are no businesses and there for no nessesity for parking.</p> <p>There is an unlicenced business in close proximity (Fairfield Road to the rear of our premises) causing a lot more obstruction to footpaths and the highway which your plans do not ear mark for restricing and we require a reason for this.</p> <p>I have attached Photos Labled XXX.</p> <p>There are also others parking on footpaths on Parkwood Road/Neepsend Lane and Boyland Street. As these roads are through routes and highly pedestrianised, There are more likely to be accidents causing injury to pedestrians and cyclists.</p> <p>Again I have attached photographs</p> <p>All the vehicles we have parked are road legal, and we pay approx 6000k a year to to keep them that way.</p> <p>The complainants we are told are Hillfoot Estates/Industrials and tenants of this letting agent</p> <p>This company and its tenants will not in anyway be affected by these restricitons as they have sole use of private parking areas within the unit grounds and their own private road.</p>
-----------	--

The businesses on Hoyland Road are not permitted to use these parking facilities.

We are fighting to keep our business operating, it will be practically impossible to do this if there are parking restrictions on both sides of the road.

We therefore thank you for this taking into consideration and looking at the photographs attached.

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KEY

PROPOSED NO WAITING AT ANY TIME
DOUBLE YELLOW LINE RESTRICTIONS.



EXISTING NO WAITING AT ANY TIME
DOUBLE YELLOW LINE RESTRICTIONS.



EXTENT OF EXISTING PELICAN
PEDESTRIAN CROSSING.



ALL OTHER RESTRICTIONS HAVE
BEEN OMITTED TO AID CLARITY.

TRANSPORT PROJECTS SERVICE

STRATEGIC TRANSPORT,
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5th FLOOR, HOWDEN HOUSE
1, UNION STREET, SHEFFIELD, S1 2SH

E-mail Scheme.Design@Sheffield.gov.uk
Tom Finnegan-Smith - Head of Service



Client **SHEFFIELD CITY COUNCIL**

Scheme **Bawtry Road, Newburn Road and Siemens Close.
Consultation Drawing**

Drawing Title **Proposed Waiting Restrictions
Traffic Regulation Drawing**

Drawing No. **TR-22-BR**

DRAWN BY **ADG** 29.04.22

CHECKED

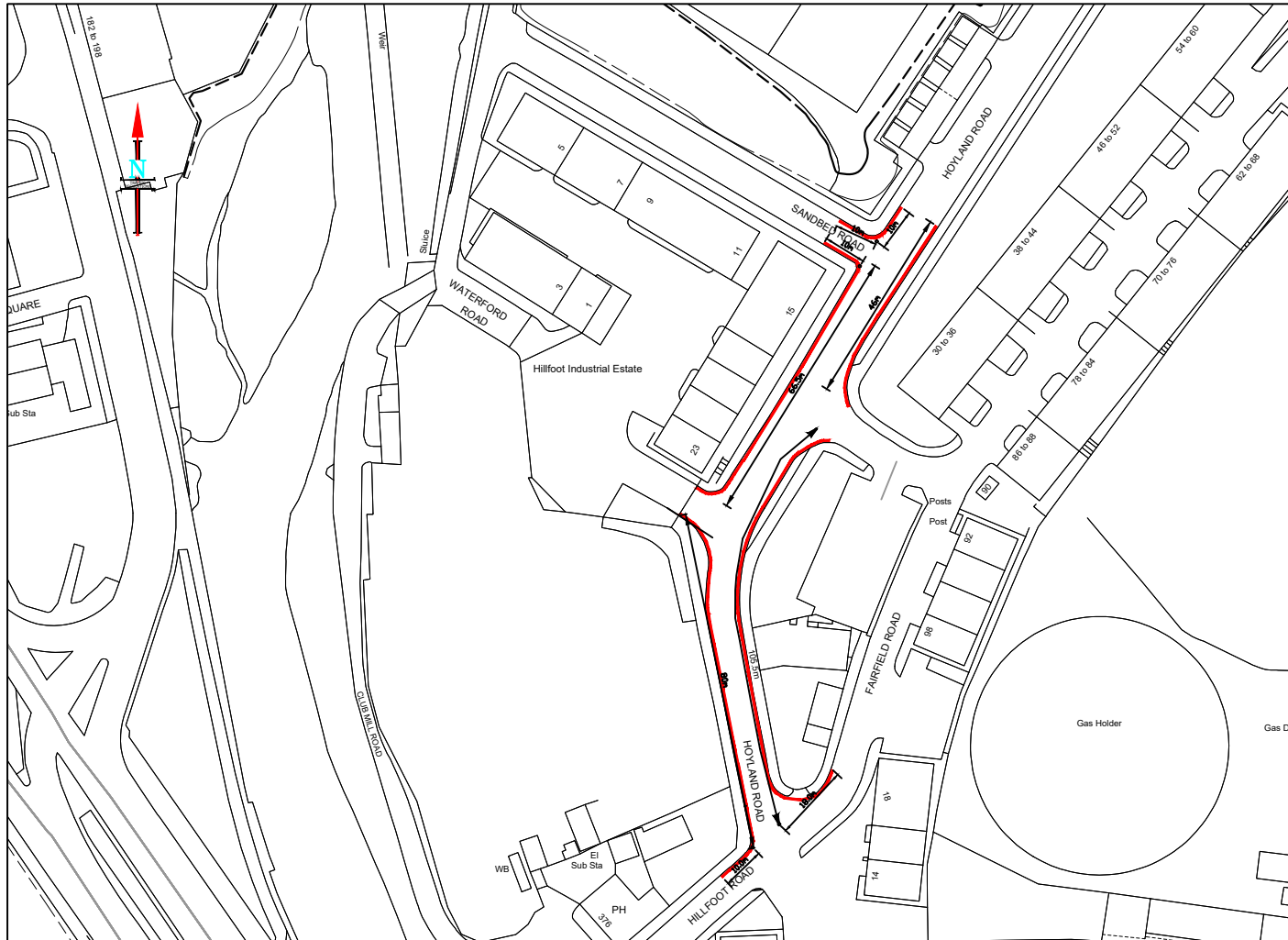
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Date **29.04.22**

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KEY

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A Service Area of Place
Sheffield City Council

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29.04.22

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Client **SHEFFIELD CITY COUNCIL**

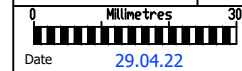
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Consultation Drawing**

Drawing Title **Proposed Waiting Restrictions
Traffic Regulation Drawing**

Drawing No. **TR-22-HRN**

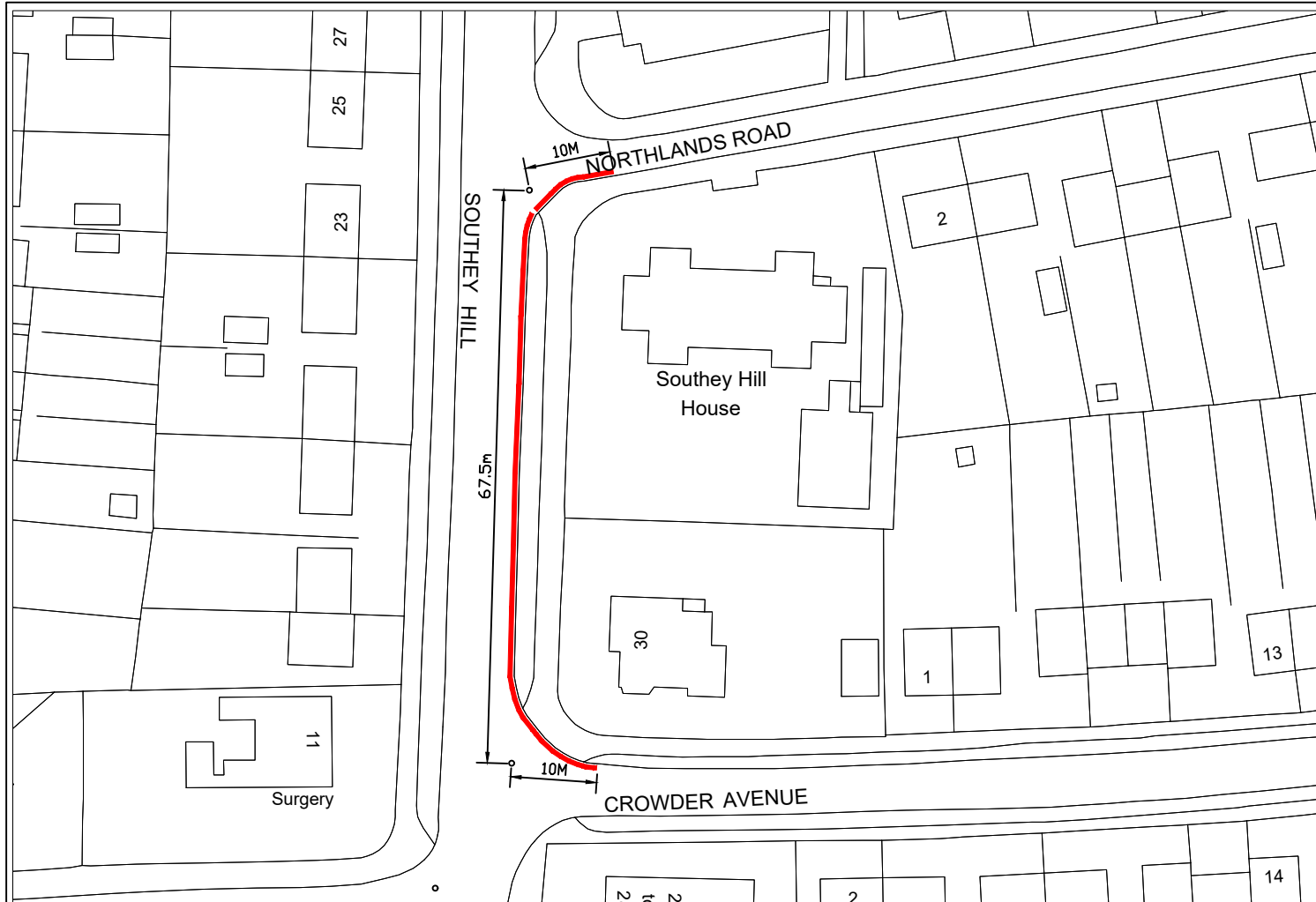
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&
ASSURANCE**

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AUTHOR **ADG**
MAY 2022

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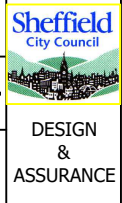
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 Consultation Drawing**

Drawing Title **PROPOSED WAITING RESTRICTIONS
 Traffic Regulations Drawing**

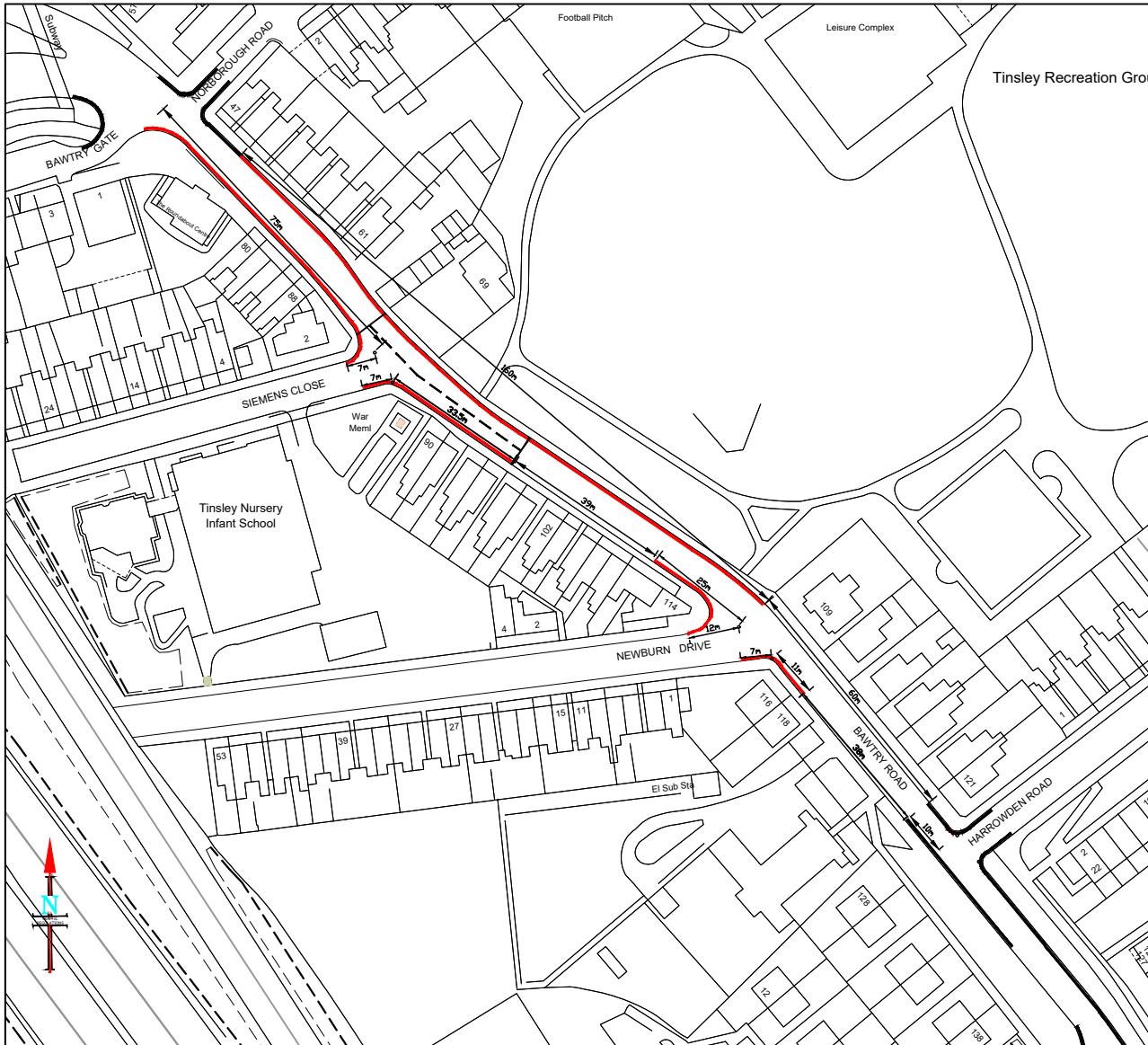
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 Date **MAY 2022**



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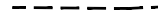
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DRAWN BY **ADG** 29.04.22

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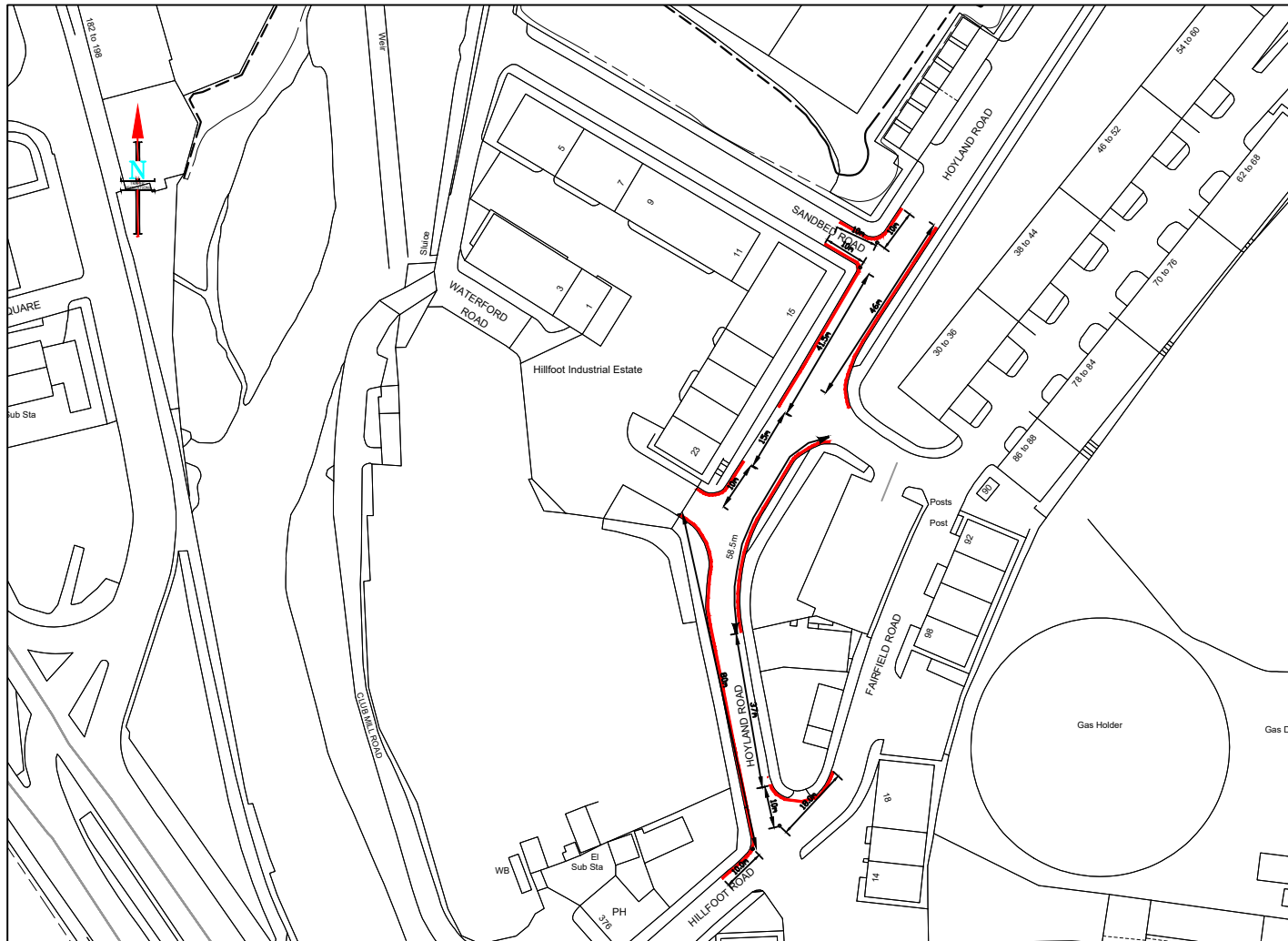
Date **29.04.22**

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Client: **SHEFFIELD CITY COUNCIL**

Scheme: **Hoyland Road, Sandbed Road and Hillfoot Road Amended Drawing**

Drawing Title: **Proposed Waiting Restrictions Traffic Regulation Drawing**

Drawing No. **TR-22-HRN**

Scale: **NTS** **A4**

0 Millimetres 30
Date: **29.04.22**



DESIGN & ASSURANCE

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Report to Policy Committee

Author/Lead Officer of Report: **Susie Pryor**

Tel: **0114 2053540**

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th December 2022*

Subject: *Part-time advisory 20mph speed limits outside schools*

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? 488				
Has appropriate consultation taken place?	Yes	<input type="checkbox"/>	No	<input checked="" 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:-				

Purpose of Report:

This report is to inform the Committee about a proposed programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF).

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve the design and installation of a programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF) subject to the outcome of consultation prior to implementation and no objections being received
- b) Approve the introduction of the part-time advisory 20mph speed limits in order of the top scoring schools rather than one in each Local Area Committee, in accordance with priority need.

Background Papers:

- Appendix A - Priority list of Schools for advisory part time 20mph speed limits
- Item 8. Local Transport Plan programme report

Transport, Regeneration and Climate Policy Committee on Wednesday 15 June 2022,

<https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=645&MId=8314&Ve r=4>

Lead Officer to complete:-									
1	<table border="1"> <tr> <td>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.</td> <td>Finance: <i>Damian Watkinson 15/11/22</i></td> </tr> <tr> <td></td> <td>Legal: <i>Richard Cannon 06/12/22</i></td> </tr> <tr> <td></td> <td>Equalities & Consultation: <i>Louise Nunn 29/11/22</i></td> </tr> <tr> <td></td> <td>Climate: <i>Jess Rick 15/11/22</i></td> </tr> </table>	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: <i>Damian Watkinson 15/11/22</i>		Legal: <i>Richard Cannon 06/12/22</i>		Equalities & Consultation: <i>Louise Nunn 29/11/22</i>		Climate: <i>Jess Rick 15/11/22</i>
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	Equalities & Consultation: <i>Louise Nunn 29/11/22</i>								
	Climate: <i>Jess Rick 15/11/22</i>								
	<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	EMT member who approved submission: <i>Kate Martin, City Futures,</i>								
3	Committee Chair consulted: <i>Councillor Julie Grocutt, Councillor Mazher Iqbal,</i>								
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 EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.								
	<table border="1"> <tr> <td>Lead Officer Name: <i>Susie Pryor</i></td> <td>Job Title: <i>Senior Transport Planner</i></td> </tr> </table>	Lead Officer Name: <i>Susie Pryor</i>	Job Title: <i>Senior Transport Planner</i>						
Lead Officer Name: <i>Susie Pryor</i>	Job Title: <i>Senior Transport Planner</i>								

1. PROPOSAL

- 1.1 This project is for the design and installation of a programme of part-time advisory 20mph speed limits outside schools in Sheffield.
- 1.2 The project is funded from the Road Safety Fund (RSF). Due to the scaling back of centrally managed transport funds on a national level, transport funding has broadly been focused on the delivery of larger schemes on main corridors where maximum benefit can be achieved. As a result, smaller interventions within the community have not been taken forward. The RSF is to be used to provide localised transport interventions in direct response to resident, business, and Member enquiries. It is clear from consultation with local communities that they value the impact of transport improvements from both a movement and safety perspective.
- 1.3 The advisory part time 20mph speed restrictions aim to reduce traffic speeds outside schools at the beginning and end of the school day when there are high numbers of child pedestrians in the area. There are already a number of schools across the City where these are in place. They are installed as part of a 20mph speed limit area scheme, if a school is located on a road that is otherwise unsuitable for a 20mph speed limit.
- 1.4 Speed significantly increases the chance of being injured in a collision and the implementation of part-time advisory 20mph speed limits outside schools aims to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur; there is a lower risk of fatal or serious injury. These schemes are also generally well received by the schools, parents and residents living around the scheme area.
- 1.5 Seven schools will be chosen initially. The priority list started with all schools in Sheffield and then excluded those in 20mph areas already or due to be in one. Schools with a school street were also not included. This left 46 schools.
- 1.6 The schools were then prioritised using a scoring system (shown in the table below) based on the number of pupils, lack of existing pedestrian facilities (both roadside and crossing) and number of collisions in the last 5 years. The higher the score the higher the priority, the full priority list with scoring is attached in Appendix A.

Part Time Advisory 20mph outside schools scoring method	
Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 2 for each child casualty and score 1 for other casualties at or very near School Entrances in the last 5 years

- 1.7 It is proposed that the part-time advisory 20mph speed limits will be introduced in order of the top scoring schools rather than one in each Local Area Committee as this is where they are most needed, based on collisions stats and existing (or lack of) pedestrian facilities. The priority list (Appendix A) also had tabs to show the schools in each LAC area.

The provisional top seven schools on the priority list are as follows:

Bradfield Secondary School
Bradfield Dungworth Primary School
Wharncliffe Side Primary School
Handsworth Grange Community Sports College
Parson Cross CE Primary School

- 1.8 The advisory part-time 20mph speed limits will be introduced at school entrances through the use of the 20mph signs in conjunction with flashing school warning lights. The advisory 20mph speed limit will operate for the same period as the flashing school warning lights at the start and end of the school day. No speed limit order is required to introduce an advisory 20mph speed limit - which means that it is not enforceable. However, it will advise drivers to slow down, encouraging compliance.
- 1.9 Speed surveys will be carried out post implementation to monitor if there is compliance with the advisory 20mph limits.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas and outside schools. This will contribute to the delivery of:
- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
 - The Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation will be carried out Local Ward Members and the relevant Local Area Committee. There will also be consultation with the schools, local residents and businesses directly affected and the emergency services prior to implementation.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

- 4.1 Safer roads and reduced numbers of collisions involving traffic and pedestrians is expected to be positive for all road users, but particularly the young and elderly.

- 4.2 This proposal therefore supports our obligations as a Public Authority under the Equality Act 2010 (Public Sector Equality Duty) to have due regard to the need to advance equality of opportunity for people who share the protected characteristics of Age (i.e. children, younger people and older people) and/or Disability. No negative equality impacts have been identified.

Financial and Commercial Implications

- 4.3 The part-time advisory school 20mph speed limits are estimated to cost £13,478 per school (including commuted sum).
- 4.4 Therefore, there will be a total capital cost of £76,438 for the project management, design, and installation of seven part-time advisory school 20mph speed limits. There will be a revenue cost of £23,562 for the commuted sum. Funded from the Road Safety Fund.

A breakdown of the cost per school is shown below:

• SCC design and project management fees	£1,828
• Amey Construction - supply and install two low voltage signs per school at £4,142 per sign	£8,284
• Commuted sum at £1,683 per sign	£3,366
Total	£13,478

Legal Implications

- 4.5 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient, and economic transport, and to carry out its functions to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans
- 4.6 The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly

where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

- 4.7 The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 (“the 1984 Act”). However, the proposal described in this report does not require the making of a speed limit order so as to enable the placement of a traffic sign indicating an advisory part-time 20mph limit. Instead, the Council is empowered to place said signs using its power under section 65 of the 1984 Act, in conformity with the Traffic Signs Regulations and General Directions 2016 (specifically Diagram 545.1).
- 4.8 In exercising the powers, the Council is under a duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is fulfilling this duty in implementing the proposals in this report.

Climate Implications

- 4.9 The overall impact of these projects on carbon emissions is considered broadly neutral, with the possibility of a small positive impact in terms of encouraging smoother driving at lower speeds (improves fuel efficiency) and of improving pedestrian and cyclist safety, thereby supporting a shift to active travel modes.
- 4.10 A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute towards improved air quality. Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.
- 4.11 The potential for reduced emissions will contribute to the overall resilience to climate change.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative option is to do nothing and retain the existing speed limit. However, such a recommendation would run contrary to the delivery of

the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian safety at school times would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our City.

6. REASONS FOR RECOMMENDATIONS

6.1 Advisory 20mph speed limits outside schools are a low-cost method of reducing speeds at the start and end of the school day in the vicinity of the school. They act to slow drivers at the time of day when vulnerable young people are walking to or from school.

6.2 20mph advisory limits in these chosen locations is a cost effect way of achieving the following outcomes:

- Reduction in traffic speeds
- Improve road safety for all by reducing the number and severity of road traffic collisions
- Safer school entrances
- Promote a more pleasant local environment and encourage active journeys
- Improve air quality

Appendix A

Priority list of Schools for advisory part time 20mph speed limits

Rank	Local Area Committee	Number of pupils at the school	Crossing facility	SCP	Footway width	Speed limit	Casualties						Casualty Score	Total score	
							Pedestrians		Pedal Cyclists		All Casualties				
							Child	All	Child	All	Child	All			
1	Bradfield School	N	5	5	0	10	0	1	0	0	0	1	1	2	22
2	Bradfield Dungworth Primary School	N	1	5	0	10	0	0	0	0	0	0	0	0	16
2	Wharnccliffe Side Primary School	N	1	5	0	10	0	0	0	0	0	0	0	0	16
4	Handsworth Grange Community Sports College	SE	5	5	0	1	0	1	1	0	0	1	1	2	12
4	Parson Cross CE Primary School	NE	1	0	1	5	5	0	0	0	0	0	0	0	12
4	Woodlands Primary School	S	1	0	0	5	5	1	0	0	0	1	1	2	12
4	Lound Junior School	N	1	5	1	5	0	0	0	0	0	0	0	0	12
8	Ecclesfield School	N	5	0	0	5	0	1	1	0	0	1	1	2	11
8	Notre Dame Catholic High School	SW	5	1	0	5	0	0	1	0	0	0	1	1	11
8	Stradbroke Primary School	SE	5	5	0	1	0	0	0	0	0	0	0	0	11
8	King Ecgbert School	SW	5	5	0	1	0	0	0	0	0	0	0	0	11
8	Brightside Infant School	NE	1	5	0	5	0	0	0	0	0	0	0	0	11
8	St Thomas More RC Primary	N	1	5	0	5	0	0	0	0	0	0	0	0	11
14	Grenoside Community Primary School	N	2	1	2	5	0	0	0	0	0	0	0	0	10
15	Fir Vale School	NE	5	1	2	1	0	0	0	0	0	0	0	0	9
15	Silverdale School	SW	5	3	0	1	0	0	0	0	0	0	0	0	9
15	Oasis Academy Firvale	NE	2	0	2	5	0	0	0	0	0	0	0	0	9
15	Ballifield Primary School	SE	2	5	0	1	0	1	1	0	0	1	1	2	9
15	Wincobank Infant School (Newman road)	NE	1	1	1	5	0	1	3	0	0	1	3	4	9
15	Acres Hill Community Primary School	E	1	3	0	5	0	0	0	0	0	0	0	0	9
21	St Marie's RC School	SW	1	5	1	1	0	0	0	0	0	0	0	0	8
21	Yewlands Academy	N	5	1	1	1	0	0	0	0	0	0	0	0	8
21	Abbey Lane Primary School	S	5	1	1	1	0	0	0	0	0	0	0	0	8
21	Rainbow Forge Primary Academy	SE	2	5	0	1	0	0	0	0	0	0	0	0	8
21	Dobcroft Infant School	SW	2	5	0	1	0	0	0	0	0	0	0	0	8
21	Dobcroft Junior School	SW	2	5	0	1	0	0	0	0	0	0	0	0	8
21	Totley Primary School	SW	2	5	0	1	0	0	0	0	0	0	0	0	8
28	Chaucer School	NE	5	0	0	1	0	1	2	0	0	1	4	5	7
28	Mercia School	SW	5	1	0	1	0	0	0	0	0	0	0	0	7
28	Lydgate Junior School	SW	2	0	0	5	0	0	0	0	0	0	0	0	7
31	All Saints Catholic High School	E	5	0	0	1	0	0	0	0	0	0	1	1	6
31	King Edward VII School	SW	5	0	0	1	0	0	0	0	0	0	0	0	6
31	Tapton School	SW	5	0	0	1	0	0	0	0	0	0	0	0	6
31	Lowfield Community Primary School	S	2	0	2	1	0	1	1	0	0	1	1	2	6
31	Norfolk Community Primary School	E	2	3	0	1	0	0	0	0	0	0	0	0	6
31	St Patrick's RC Voluntary Academy	NE	1	0	0	5	0	0	0	0	0	0	0	0	6
31	Holt House Infant School	SW	1	0	0	5	0	0	0	0	0	0	0	0	6
38	Gleadless Primary School	E	2	1	1	1	0	0	0	0	0	0	0	0	5
38	Intake Primary School	SE	2	0	1	1	0	1	1	0	0	1	1	2	5
38	Greengate Lane Academy	N	1	3	0	1	0	0	0	0	0	0	0	0	5
38	Totley All Saints CE Primary School	SW	1	3	0	1	0	0	0	0	0	0	0	0	5
42	Limpsfield Junior School	NE	1	2	0	1	0	0	0	0	0	0	0	0	4
42	Carter Knowle Junior School	SW	1	1	1	1	0	0	0	0	0	0	0	0	4
44	Mansel Primary	NE	2	0	0	1	0	0	0	0	0	0	0	0	3
44	Nether Green Junior School	SW	2	0	0	1	0	0	0	0	0	0	0	0	3
46	Wisewood Community Primary School	C	1	0	0	1	0	0	0	0	0	0	0	0	2

Notes for Scoring

Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 2 for each child casualty and score 1 for other casualties at or very near School Entrances in the last 5 years



Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15th December 2022*

Subject: *Report objections to the Speed Limit Order for Highfield 20mph*

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>(488)</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 type="checkbox"/>	No	<input checked="" 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:

To report details of the consultation response to proposals to introduce 20mph speed limits in Highfield report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:**That the Transport, Regeneration, and Climate Policy Committee:**

- a) Approve the making of the Highfield 20mph Speed Limit Order, as advertised, in accordance with the Road Traffic Regulation Act 1984;
- b) Approve the implementation of the Order on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage;
- c) Request that objectors be informed of the decision by the Council's Traffic Regulations team.

Background Papers:**Appendix A:** consultation letter**Appendix B:** Proposed scheme boundary**Appendix C (at the bottom of the report):** consultation responses

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Anmarie Johnson</i>
		Climate: Jessica Rick
	<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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
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: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 23 20mph areas have been completed
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.

This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit on Manor Lane, report the receipt of objections and sets out the Council's response.

- 1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
- **Manor:** Approved at September Committee, issued for construction
- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Beighton:** Consultation just finished; objections received so report

will be submitted to Committee in November.

- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation started 1st December.
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more

sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)

- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.1.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order]*." However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

3.2 CONSULTATION REPONSES

3.2.1 There have been 18 responses to the consultation, 4 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

3.2.2 Officers have replied to all residents with an acknowledgement of their response.

3.2.3 2 of the objections received did not state the grounds for the objections, so no response can be given. The Council did respond to the emails asking if they would like to offer any grounds for their objections but no replies were received.

3.2.4 One of the respondents suggested that this is a way for the Council to gain money from speeding fines. Another respondent said that the scheme will be unenforceable without speed cameras. The only people who can enforce speed limit violations is the police and the Council do not issue speeding fines nor gain any income from them.

The police understandably target the vast majority of their enforcement

efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement.

The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents.

- 3.2.5 One of the respondents says that the scheme is unnecessary. The reason that the Council are introducing these schemes into residential areas in Sheffield is captured in the opening paragraphs to this report and also in 3.2.4. above.

OTHER CONSULTEES

South Yorkshire Police have stated "...Looking at the areas concerned we don't have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.

No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The total cost of designing and implementing the Highfield scheme if approved, (currently estimated at £47,052) is to be implemented as part

of the Sheaf Valley cycle scheme project, funded through the Active Travel Fund managed through South Yorkshire Mayoral Combined Authority (SYMCA). The Sheaf Valley scheme has already been approved at the FBC stage by SYMCA, but we are still awaiting a signed stage three funding agreement from SYMCA. The scheme will be designed and implemented through our delivery partner, Amey. The commuted sum payments (currently estimated at £9,190) for ongoing maintenance costs will be funded from the LTP.

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans.

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the

importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

- 4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objection's received consideration Highfield was given to recommending the retention of the existing speed limit in. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas

should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Highfield be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

APPENDIX C

Objections

I am responding to the open letter regarding the proposed 20 mph speed limit on the delineated map area within Highfield.

I object to the proposal on the grounds that it is unenforceable without speed cameras on every corner. I refer you to the example of Brighton and Hove who implemented this policy some years ago and to the general derision of the population. The police issued two speeding fines in six years of operation <https://www.theargus.co.uk/news/17350073.just-two-speeding-fines-issued-breaking-brightons-20mph-limit-six-years/> . If you are expecting this to be self-enforcing then you will be disappointed. I applaud the efforts of the council in trying to reduce particulate emissions but this will be a waste of money with further signage that will blight street corners.

I would be in favor of the council providing safe cycle lanes in this area to encourage emission free movement throughout the inner city. I know you will never do this as the concept is much too complicated for local planners to grasp. The ban on the sale of petrol and diesel cars in 2030 is another zero emission aspiration that is impossible to achieve. The rare earths needed to build sufficient batteries will not be sold to the western world by China without onerous concessions. The paradigm shift should be back to cycle ways and that planning should be started now.

I object strongly to this 20mph proposal.

It is not necessary.

I have lived on Shoreham Street since 2005, and traffic is usually minimal except at rush hour and football matches, when cars are usually crawling at very low speeds. At this very moment there are a couple of boys playing tennis on the street, and quite often kicking a ball around (I live at 465).

It's bad enough that Cherry St is being closed, for cyclists, who don't pay anything towards the roads, the only way through to Bramall Lane and hence London Rd.

I consider this a cynical attempt by this council to gain money by fining drivers for exceeded the speed limit.

It is unfair and unnecessary.

Has anyone done a study regarding the need for this? And what about buses? I don't know what their average speed is, but surely over 20.

I don't suppose my opinion will matter, as this council doesn't listen to the public.

I confirm my objection to the proposed 20mph speed limit area.

I object to the proposed change of speed limit at Highfield.

Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail: 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 21st July 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Highfield. The attached plans show where the proposed 20mph speed limit will be.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

What happens next?

We plan to introduce the new speed limit in Autumn/Winter 2022, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

Email: 20mphAreas@sheffield.gov.uk

Or write to:

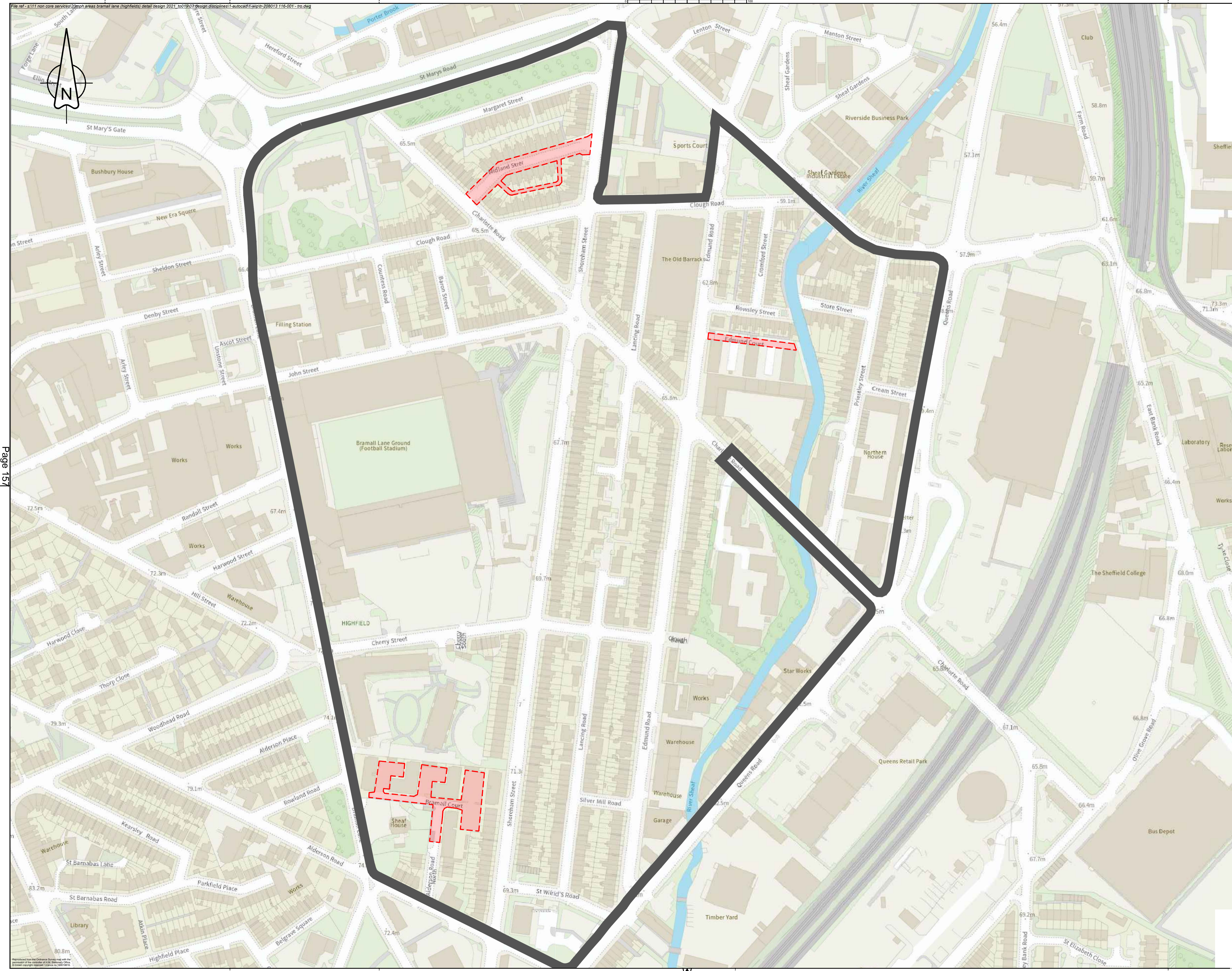
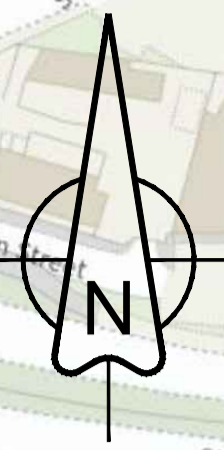
Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections must be received by 18th August 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907



KEY

- Extent of proposed 20mph speed limit
- Private Property (To be excluded from works)

Rev	Revision details	Chkd	Appd	Date
Drawn	LG			Preliminary
Design	LG			For comment
Chkd	-			For tender
Appd	-			For construction
Date	-			As constructed
				Other

Client

Project Name
Highfield 20mph Speed Limit Area
 Prelim Design

Drawing Title
TRO Boundary Plan
 Sheet 1 of 1

Original Drawing Size : A0
 Scale : 1:1000
 Dimensions : -
 Copyright © Amey

Drawing No
TR-208013-116-TRO-001
 Rev
P0

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Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 December 2022*

Subject: *Report objections to the Speed Limit Order for Deerlands 20mph*

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>(488)</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 type="checkbox"/>	No	<input checked="" 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:

To report details of the consultation response to proposals to introduce 20mph speed limits in Deerlands, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve that the Deerlands 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984.
- b) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): Objections to the SLO

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		Climate: Jessica Rick
	<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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
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: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
	Date:	

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.
- This report details the consultation response to the introduction of these 20mph speed limits, report the receipt of objections and sets out the Council's response.
- 1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
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- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation starts December
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:
- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling)

as standard)

- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

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CONSULTATION REPONSES

There have been 40 responses to the consultation, 8 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

All respondents have received an email acknowledging receipt of their comments on this consultation.

Several respondents have said that the scheme is a waste of money or will not have an effect. The reasons that the Council is introducing these schemes are detailed in 2.1 above.

3 respondents have suggested that the money would be better spent on maintaining the roads. This scheme is being funded by the Road Safety Fund (RSF) which is specifically for schemes that relate to road safety, and it cannot be used on highway maintenance.

3 of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with "Sheffield 20mph Speed Limit Strategy". The data used

to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents. For more information about accidents at specific locations, people can access the safer partnership website ([South Yorkshire Safer Roads Partnership \(sysrp.co.uk\)](https://www.sysrp.co.uk))

One resident enquired about whether any evaluation has been done on the existing 20mph schemes (Southey etc). So far, none of this work has been carried out but we are committed to carrying out “post” scheme speed surveys to compare them with the “before” ones as well as attitudinal surveys of the residents.

2 respondents have concerns about how lower speeds would affect the air quality/ climate change. The Department for Transport’s 20mph Research Study (November 2018) found that, although empirical evidence is weak, inconclusive or complex, (sign only) 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

Several residents took the opportunity to report other neighbourhood issues such as anti-social behaviour using scooters. These are out of the remit of this scheme. Reports of anti-social behaviour should be reported to the relevant part of the Council or the police.

One respondent said that the only way to reduce speed is by installing speed humps. It is true that these are the most efficient way of reducing speed, however they are incredibly expensive to install and maintain. These can be installed where there is a particular accident hotspot and a major road safety concern, but these are not routinely installed on all roads within 20mph schemes.

OTHER CONSULTEES

South Yorkshire Police have stated “...Looking at the areas concerned we don’t have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.”

No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans support the proposals. However, they have requested that Deerlands Avenue be included in the scheme. Deerlands Avenue is a “C” class road and in line with the “20mph speed limit strategy”, there will be a presumption against including C roads in “sign only” 20mph schemes unless data suggests it can be included. Mean speeds along this road are 31mph so are too high for inclusion in a sign only 20mph. The Council will, in parallel with the introduction of this scheme, look at the particular area where Sustrans use Deerlands Avenue to see if there is anything we can do to ensure user safety.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Deerlands 20mph scheme was approved by the Transport Board in July 2022.

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £145,587 and is as follows:
£13,306 transport fees (including TRO costs, consultation costs)
£20,387 Amey design fees
Estimated constriction cost £100,000
HMD fees £10,000
Procurement strategy cost £750

The estimated commuted sum cost for the scheme’s future maintenance (revenue implication) is £30,000

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant)

and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report.

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Deerlands. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Deerlands be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

APPENDIX C

Objections

I would like to object to the proposed 20mph speed limit around the Deerlands Area, Parson Cross.

My reason for objecting to this is that there are a lot of illegal/inconsiderate drivers in the area who don't currently take any notice of the 30mph speed limit, so reducing this isn't going to have any effect on these drivers. I understand that this is the cheapest way of trying to stop speeding but different measures are needed to try to stop these drivers. All this reduction is going to do is catch out the usually careful drivers who take their eye off their speed or have a momentary lack of concentration.

I don't believe that there are currently a high number of accidents in the area, although the ones that I have heard of have been caused by the drivers who drive at high speeds, which are way above the current 30mph limit, and are usually people driving stolen and uninsured vehicles. It would make more sense to spend money dealing with this problem

I would like to object.

Firstly, I read that SCC had stopped funding speed limit areas.

Secondly, where is the money for this?

I would rather see you maintaining the roads.

Will you be releasing the accident data that backs up the need for this action?

I see no data, or heard of any instances that would justify this waste of money.

I believe the major cause is the empty double decker buses from 6am on the morning.

Re route the buses and maintain the roads.

No to 20MPH from me.

I am writing to formally object to your proposed change to speed limits in the Deerlands area to 20 mph.

I disagree with your assessment that a 20mph speed limit in this area will reduce collisions/injuries/accidents. Within the information you submitted you have not supplied any investigative data to support your claims. Having lived in this area for the last 20 years I cannot recall many (if any) speed related accidents to warrant this course of action. How can anyone reach a decision with no data. If you look to the current 20mph speed limits already in place around Southey Green and Longley you should be able to draw a comparison of accidents within that area to the proposed area and I would be intrigued to see if there is an extravagant difference. In the current 20mph zones it is very rare to see vehicles observing the 20mph signage with most breaking the limit, some through ignorance and majority through frustration as the roads that have a 20mph enforced limit don't actually require it. I believe that this decision you have taken is purely a financial decision, nothing to do with road safety but using this as a caveat to stay within your budget. As an example I raised a validated concern over the lack of crossings on Church Street in Ecclesfield (382048) and the realistic chance of a fatal accident taking place, however I was told your budgets were too tight to cover any changes in the area but this road (Church Street, Ecclesfield) is surprisingly omitted from your network plan even though it is just around the corner from your boundaries? On the face of this it seems that proposals are not being carefully considered based upon accident evidence or resident feedback, but just knee jerk decisions taken by councillors with no knowledge of what they are agreeing to.

I would like a copy of the data you have compiled forwarded on to me and other residents to highlight why this decision has been taken. I am all for road safety as I have three daughters but

budgets spent where it is required where we know it will have the required effect. This proposal only goes to highlight why our council is squandering any budgets they get.

Whilst you also mention budgets, by putting this proposal in place you are effectively passing the costs on to residents who have already seen an increase in council tax and also adding to the cost of living crisis as by reducing speeds by 10mph in the full area fuel consumption will increase and with the price of fuel at the moment this will add extra costs to residents work travel, and also it will increase the travel times for residents using public transport at a time when we are trying to encourage people back to the public transport system. The current 30mph limit is a maximum, not a minimum and you have to give drivers responsibility to drive accordingly, all have passed tests and know when and where they need to reduce speed due to road layouts, parked vehicles, etc...this proposal tars all drivers under one banner so maybe spending the money on speed cameras in the blackspot/accident areas is a more productive use of budgets.

As an alternative cost effective measure maybe you should look at clamping down on the illegal use of electric/battery operated scooters on public roads/footways. This seems to go unnoticed by Police and relevant bodies although it adds to the potential for road accidents to happen.

I believe that this scheme needs a re-evaluation and sufficient investigation carried out prior to any proposed changes being put in place.

I would like to object against your proposed plan to introduce 20mph limits in the winter of this year.

I believe these plans would be a waste of council money which could be much better spent of improving the road surfaces around the area instead, the state of the roads in the proposed area are disgraceful and they should be focused on first (I will happily send pictures of the roads if needed).

Another reason I believe these plans will be a waste of time and money is the fact they nobody will stick to the limits as the 20mph zones are not enforced by cameras or any other way of monitoring. The only people who would stick to the limit are people aged in the over 60 bracket who already drive 5-10pm but under the limit and in most cases shouldn't even have a driving license due to bad reaction times and poor vision.

I am very opposed to the blanket imposition of the 20mph speed limit in the Parsons cross neighbourhoods. I have no restrictions however in imposing this speed limit to areas around schools where children are more vulnerable.

Driving at 20mph for long periods is destructive to combustion engineering most non hybrid of fully electric cars.

I would like to object to the lowering of the speed limit being proposed for the Deerlands area

Currently the roads in this area are blighted with speeding vehicles exceeding the current 30 mph limit.

The ONLY thing that slows them down is speed bumps. I'm amazed that you believe bringing in a 20 mph speed limit, instead of adding new speed bumps, will dissuade these drivers from speeding.

I understand money is very tight but bringing this in will do nothing except inconvenience drivers that already drive within the speed limit.

Could you please provide me with details of children injured by cars in the last 10 years on the roads included in the proposed new 20 mph area. If this needs to go to the FOI team, please pass the request to them. If you are unable to pass the request on, please provide me with their email address so I can contact them directly.

I am writing to object the new proposal of 20MPH in Deerlands. 30 is a nice speed, and means it doesn't take forever to get out of the area or into the area. Pushing the speed limit down to 20 will just mean more people speeding due to needing to be places quicker, 30 is comfortable and

means people aren't being stuck slowly moving and will therefore more likely abide the speed limit.

Please do not change this, you do not have my support.

I wish to object to the 20mph speed limit proposal on Deerlands and Colley.
30 mph is fine for this area at this rate it would take all day getting around the estate at 20mph

I am writing to formally object, to the proposed 20mph speed limit area in s5

We have an issue with Quads, Off-Road bikes, Scooters and the general boy racers who don't pay any regard to the 30mph limit what is a new 20mph sign going to make?? Nothing.
What difference it will make is to those who have to visit food banks not able to feed themselves so their kids can eat now watching the speed limit more than the road ahead. The only way a 20mph sign works is if it is enforced.

So instead of spending money on signs how about getting police about catching those who don't show any regard for the 30mph which will make the area much safer after all.

Or instead of spending money on new signs etc how about helping people that can't afford to eat just how out of touch is this Council and government.

Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 21st July 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Deerlands. The attached plan shows where the proposed 20mph speed limit will be.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

What happens next?

We plan to introduce the new speed limit in Winter 2022, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

Email: 20mphAreas@sheffield.gov.uk

Or write to:

Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections must be received by 18th August 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907



Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 December 2022*

Subject: *Report objections to the Speed Limit Order for Batemoor 20mph*

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>(488)</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 type="checkbox"/>	No	<input checked="" 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:

To report details of the consultation response to proposals to introduce 20mph speed limits in Batemoor, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve that the Batemoor 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984;
- b) Implement the Order on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage;
- c) Request that objectors be informed of the decision by the Council's Traffic Regulations team.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): Objections to the SLO

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		Climate: Jessica Rick
	<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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
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: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
	Date: 06/10/2022	

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.
- This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit in Batemoor, report the receipt of objections and sets out the Council's response.
- 1.4 A part time, advisory 20mph limit is being proposed as part of a separate pedestrian improvement scheme on Dyche Lane outside Meadowhead School.
- 1.5 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
- **Manor:** Approved at September Committee, issued for construction

- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation started 1st December.
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.1.1 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

3.2 CONSULTATION REPONSES

3.2.1 There have been 27 responses to the consultation, 3 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

3.2.2 All respondents have received an email acknowledging receipt of their comments on this consultation.

3.2.3 Several respondents have said that the scheme is a waste of money. The reasons that the Council is introducing these schemes are detailed in 2.1 above. The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents.

- 3.2.4 Two of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with “Sheffield 20mph Speed Limit Strategy”. The data used to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents. For more information about accidents at specific locations, people can access the safer partnership website ([South Yorkshire Safer Roads Partnership \(sysrp.co.uk\)](http://SouthYorkshireSaferRoadsPartnership(sysrp.co.uk)))
- 3.2.5 One respondent asked how the scheme would be enforced. Speed limits can only be enforced by the police. They understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement.
- 3.2.6 One respondent said that the crime in the area was their main concern. Unfortunately, only the police can investigate such crimes, it is not within the powers of a Local Authority.
- 3.2.7 One respondent expressed concerns about the burnt-out vehicles in the area as well as unwept streets and the possible correlation between 20mph schemes and lack of highway maintenance in these areas. As stated above, only the police can investigate acts of crime such as stolen vehicles and their subsequent destruction and abandonment. We have a PFI highway maintenance contract that is separate to the development of any new highway schemes. Any concerns about highway maintenance issues can be directed to that team on Streetsahead@sheffield.gov.uk

It is not the case that areas with 20mph schemes have a lower standard of highway maintenance. The new signs and lines that are installed have regular routine maintenance and the other aspects of maintenance (road surface, winter maintenance etc) will continue as before the scheme was introduced.

- 3.2.8 One respondent took the opportunity to report other transport related issues that are of concern such as issues on arterial roads in Sheffield and parents dropping off teenage children at school and them walking into the road. These matters are outside the scope of this 20mph consultation but the comments are noted with thanks.

3.0 OTHER CONSULTEES

- 3.3.1 South Yorkshire Police have stated "...Looking at the areas concerned we don't have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance."
- 3.3.2 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.
- 3.3.3 Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Batemoor 20mph scheme was approved by the Transport Board in September 2022.

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £127,951 and is as follows:
£10,362 transport fees (including TRO costs, consultation costs)
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Estimated constriction cost £90,000
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Procurement strategy cost £750

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £20,000

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act

2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report.

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Batemoor. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Batemoor be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

APPENDIX C

Objections

The reason why I'm objecting to the 20mph is because there's a lot of traffic comes on Batemoor road most of which are buses at least one every 5 or 7 minutes which slows the speed down 9 times out of 10 you have to pull in or stop to let it pass. There's a lot cars parked on the road which also slows you down again you have to pull in or stop so most of the time you are doing 20 mph

in response to you bullet points

lower speeds reduce the severity of injuries for anyone involved in a collision.

Not true, it's what you land on that causes the server injuries, i have personal experience of this. My wife and daughter were knocked down by a van on the crossing outside the abbey pub the van was doing **less than 10mph**, my daughter hit the kerb stone causing brain damage, both ended up on a ventilator my daughter for 3 days, the wife or 1 day

Some collisions will be avoided altogether.

I have lived on Batemoor for 6 years, I know of no collisions in those 6 years.

people are more likely to feel safe when walking and cycling

There have been more stabbings, shootings and murders than traffic accidents in this area, wife, doesn't feel safe and it's not because of the traffic, my daughter and son in law don't like coming here, with our grand children, and again it's not because of the traffic,

You can't police the traffic now and you don't say how you will if it goes to 20mph, so don't waste the money on signs everyone who has passed their test knows what the speed limit is, there have been no accidents, this is not a hot spot you would be better off putting signs saying guns need a licence or as I saw in Nottingham statues of school children on the edge of the road, you could even put up a statue of a policeman
waste of money

Saddened to see yet another proposed 20mph speed limit suggested. I'm sure the residents of the area in question, myself included will be glad that this is a priority of the local authority over burnt out caravans, abandoned and stolen cars plus furniture and unswept streets in Batemoor and the surrounding area. It's a known fact that every time a speed limit is reduced, the standard of road maintenance reduces with it. This is our home, leave it alone, though I'm sure the changes will be implemented regardless of the residents' pleas. I will certainly be entering Freedom of Information requests to determine A the current number of RTA's, B the suggested reduction on such a current miniscule figure and C who's pocket Amey and the Council person in charge of such a waste of money benefits.

The residents would like the hole across half the width of Dyche Lane and its junction of Dyche Road sorted out before any thoughts of tinkering with speed limits. Why residents in adverse road conditions have to park on Dyche Lane because their roads are not gritted and impassible due to ice and snow might likewise object. I suggest this proposal is unnecessary, a simple subterfuge to reduce the standard of highway maintenance and a monetary benefit to the council proposer and Amey. If it's not broken, don't fix

it,we live here,leave well alone.

I would like to register my objections for the reasons below.

- I don't think there is as much need for a limit on Jordanthorpe compared to Batemoor. The road on Batemoor is a rough circle round the estate with cul-de-sacs off it, there is potential on there for people speeding round the main road. Jordanthorpe has smaller roads which are narrow and curvy and usually have cars parked on one side, usually when navigating these you have no choice but to go slowly. On Ormond Way where I live, it is not uncommon if a car is coming the other way for one person to have to reverse down the road to let the other pass.
- I have lived here for almost 10 years and whilst I admit some idiots do go too fast, they are honestly few and far between. I would not object to measures outside schools, however there is already a hump on Dyche Lane by the school and the delivery entrance to the Retail Park. Most of the problems on there are parents parking to drop their offspring off, and the pupils themselves. They are teenagers not small children and are at that age (where we have all been) where they think they are invincible and can do what they want and have no qualms walking in front of oncoming traffic to get to the school. They pose as much of a danger to drivers as the other way round.
- I think your efforts would be better employed by looking more at Jordanthorpe Parkway. As an arterial road to Sheffield, there are far more problems with this than on our estate. In summer it sounds like a racetrack with drivers going at very high speeds, late at night and in the early morning when they know the Police are changing shifts and will not be about except for emergency callouts. The speeds and the noise in my opinion would be the better issue to look at rather than just putting up signs on estates that in all honesty will probably be largely ignored as most people do not go excessively fast in cars around the area.

On a plus note, if this does come in, I am glad that there won't be humps due to lack of money. It is ok if you drive a bus or a 4x4, if you have a very small car like I do, humps are a nightmare. Due to having a smaller wheelbase even if you go over them at 10mph they can still damage your car. I am at a loss to understand Sheffield Council's 'walk & cycle' policy. Apart from the fact that not everyone can do this and we have a right to a choice in how we live our lives without attempts to persuade us to take a different approach at every opportunity, there seems to be double standards. A perfect example of this would be the recent road closure between the right hand turn just past the old cinema on Abbeydale Road which took you to the bottom of Woodseats Road. Since this was implemented, it now takes at least 15-20 minutes longer to travel home mostly due to traffic that would have used this route being forced to queue along Abbeydale Road to get to Woodseats Road. This is creating extra pollution from standing traffic which makes a mockery of the Council's 'Clean Air' policy.

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Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 15th August 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Batemoor. The attached plan shows where the proposed 20mph speed limit will be.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

What happens next?

We plan to introduce the new speed limit in February 2023, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

Email: 20mphAreas@sheffield.gov.uk

Or write to:

Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections must be received by 13th October 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907

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Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 December 2022*

Subject: *Report objections to the Speed Limit Order for Waterthorpe 20mph*

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>(488)</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 type="checkbox"/>	No	<input checked="" 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:

To report details of the consultation response to proposals to introduce 20mph speed limits in Waterthorpe, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve that the Waterthorpe 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984;
- b) Approve the implementation of the Order on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage;
- c) Request that Objectors be informed of the decision by the Council's Traffic Regulations team.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): Objections to the SLO

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Anmarie Johnson</i>
		Climate: Jessica Rick
	<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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
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: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.
- This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit in Waterthorpe, report the receipt of objections and sets out the Council's response.
- 1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
- **Manor:** Approved at September Committee, issued for construction
- **Waterthorpe:** Consultation just finished; objections received so

report will be submitted to Committee in December

- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation started 1st December.
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.1.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

3.2 CONSULTATION RESPONSES

3.2.1 There have been 70 responses to the consultation, 10 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

3.2.2 All respondents have received an email acknowledging receipt of their comments on this consultation.

3.2.3 Several respondents have said that the scheme is a waste of money/not necessary. The reasons that the Council is introducing these schemes are detailed in 1.1 and 1.2 above.

3.2.4 Several of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with "Sheffield 20mph Speed Limit Strategy". The data

used to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents

- 3.2.5 A number of respondents, including people not objecting to the scheme, asked why only part of Ochre Dike Road is included in the scheme. In line with national guidance and the adopted council policy, only roads with a mean speed of under 27mph can be included in a “sign only” 20mph scheme. The section of Ochre Dike Road between Moss way and the bus terminus does not meet the criteria for inclusion.
- 3.2.6 A number of respondents asked how the scheme would be enforced and suggested that the scheme would be pointless without enforcement of the new limit. The police understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement.

The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents.

- 3.2.7 2 respondents suggested that the scheme would only be of use with speed humps/ physical calming measures. Unfortunately, the City Council has, in recent years, suffered major reductions in Central Government funding which, in turn, have equated to serious cuts in the Transport, Traffic and Parking Services budget. Physical traffic calming measures (such as speed humps) have proved effective at controlling speeds and reducing accidents, but are extremely expensive. Due to the reductions in funding from central government we have insufficient finance to implement traffic calming schemes using physical measures such as humps, cushions or chicanes at this time.

One resident asked whether we would be installing these schemes in neighbouring areas (Westfield etc). We are committed to installing “sign only” 20mph schemes in all suitable residential areas in Sheffield. The schemes are prioritised by accident data with the “worst first” being installed. Beighton and Westfield which are close in proximity to the Waterthorpe scheme are being developed in parallel to this one.

3.2.8 One respondent has concerns about how lower speeds would affect the air quality/ climate change. The Department for Transport's 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, (sign only) 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

3.2.9 Most respondents claim that the scheme is simply a money-making exercise. At present, the police are the only ones that can enforce speed limits and the Council generates no income from any penalties issued by them.

3.2.10 Several residents took the opportunity to report other neighbourhood issues such as anti-social behaviour using scooters. These are out of the remit of this scheme. Anti social behaviour should be reported to the relevant part of the Council or the police.

3.3 OTHER CONSULTEES

South Yorkshire Police have stated "...Looking at the areas concerned we don't have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance."

3.3.1 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

3.3.2 Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

4.2.1 The Outline Business case for the Waterthorpe 20mph scheme was approved by the Transport Board in September 2022

The scheme will be funded by the Road Safety Fund

The total capital cost of this scheme is £122,046 and is as follows:

£12,700 transport fees (including TRO costs, consultation costs)

£20,200 Amey design fees

Estimated construction cost £80,000

HMD fees £9,000

Procurement strategy cost £750

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £20,000

4.3 Legal Implications

The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report.

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Waterthorpe. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Waterthorpe be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

APPENDIX C

Objections

I am in receipt of your communication dated 15th August 2022 regarding the proposed speed limits for ours, and other areas, of Sheffield.

I am disturbed to note that you propose to throw more council money to Amey to do a compromised job that will have little, if any at all, impact on the speeds people drive in our area. As a pedestrian who takes 3 walks a day in my locality I can honestly say that I do not believe that we have a problem with speeding vehicles and if we did the proposals you are making do nothing to deter anyone from speeding?

If you are doing no more than putting up signs, and I presume no one is going to be policing the new speed limits then it is nothing more than a major waste of valuable tax payers resources and if it goes ahead I believe there is more than myself who will see it as a major mistake and will hold the perpetrators of such wastefulness accountable at the ballot box.

Trust that this makes my position clear.

I have read your proposal to introduce a 20 mph speed limit in the Waterthorpe area. Whilst I appreciate the sentiments behind this proposal I don't believe this will provide the benefits you are seeking to achieve.

I am a resident of Sandy Acres Close, and I have never experienced any issues with cars driving at excessive and dangerous speeds, let alone witnessed or heard of any collisions, or thankfully, serious injury to anybody.

As a pedestrian what worries me more is the speed of cyclists and electric scooters, I find their attitude to road safety more worrying than that of vehicles. We have cycle gates, but frankly these are no deterrent as they are far too wide to provide a barrier encouraging them to slow down.

I have driven in other areas (Bowman Drive) where there is a 20 mph limit and it is quite clear that the majority of road users ignore the limit totally, quite frankly it is unenforceable. If you haven't got the money for speed bumps how on earth are you going to police this?

I agree there is an issue with the number of cars around the schools and the speed which the cars travel at, but these are driven by parents and carers many from areas outside the Waterthorpe area, surely these are the members of the community you should be targeting, having a visible presence of traffic police or school crossing patrols would be far more effective.

People will only adhere to rules if they think there is a chance they will be caught and penalised. Erecting additional street furniture and signs that will be ignored, is, in my view, a waste of time and money.

Please treat this response as a formal objection and confirm to me that this has been actioned

I object to the proposal to make the Waterthorpe area subject to 20mph speed limit. I think it is unnecessary and a waste of taxpayers money and that imposed lower speeds will add to fuel consumption which Sheffield council does not seem to be taking into account with all their road changes to date.

Most of the streets in the area are short and do not lend themselves to driving up to 30mph. I have not seen any cars driving too fast in the Waterthorpe area in the last 41 years that I have

lived here. I feel that council taxes etc would be better spent on other road improvements instead of this as it seems to be throwing money away for no good reason. Perhaps joy riders may drive too fast, although I have not heard of any, but a 20mph speed limit would not prevent this kind of driving. There seems to be too much unnecessary legislation regarding 20mph speed limits, speed bumps, chicanes etc in Sheffield, which I have seen makes the roads and driving more dangerous.

The only road in the area that people may be driving at 30mph is the 120 bus route going from Crystal Peaks around the school field, but the visibility on this road is good and clear anyway and it would seem unnecessary to impose restrictions on this road.

I would be concerned for children's safety if I thought it was an issue, which I do not believe it is and I have never heard any of my neighbours express concern about the speed of traffic in the area at all.

I received a letter from yourselves yesterday in relation to a new 20 mph zone in Waterthorpe. Having looked at the proposed plans for the "zone" I find this to be too heavy handed. I can support a more localised area around the school, but to put the entire area between Ocre Dyke to Owlthorpe Greenway and Eckington way - Mossway in a restrictive 20mph zone is not something I can support. You haven't even backed this up with any data on accidents that have happened. I have lived on Hilltop Crescent for over a decade and I have not heard of any accidents involving children happening in my immediate vicinity. Are you considering doing the same schemes in Westfield, Owlthorpe etc etc?

I'm not totally against a 20mph zone around schools, but this seems too drastic to me.

I've received an email in regards to 20mph which I think is absolutely ridiculous.

I get around the primary school area maybe that's not a problem. However, there's no need to have it anywhere else in this area as I think it's absolutely pointless. (Which I don't think anyone will follow anyways)

I object to yet another 20mph traffic scheme.

Do you want the city to stop altogether ???

You are making pollution worse by slowing things down and causing traffic jams and cars trying to find ways around the speed limits.

It would be interesting to know how many accidents have actually occurred in this area to warrant the proposals??

Stop wasting public funds and do something useful with it .

This city is in an absolutely disgraceful state

Putting signs around the area will make no difference to the volume of selfish drivers who speed excessively on Moss Way and thorpe green.

If you do not intend to use speed bumps you are wasting money on signs. I suggest you cost the sign budget and use it to place speed humps on at least one road namely around the school. This would be a better use of the budget

Your proposal to stick signs up is a waste of time and money.

I wish to register my OBJECTION to the proposed 20 mph limits in my area

In response to your letter of 15th August I wish to object to the above. It is in my opinion and unnecessary over reaction wo which I would accept is a perceived need.

With respect to cyclists and pedestrians, lets be honest about the matter, the real need for this type of speed restriction is to safeguard children in the vicinity of their school. There is no need to therefore "blanket" the whole of Waterthorpe with such a speed restriction. Slowing down traffic too much in too many areas leads to unwanted traffic jams, delays, driver irritation and even accidents

As I have hinted I am not unsympathetic to the concept of child safety and I want to be constructive. Can I therefore suggest there that you adopt a 20moh speed limit with a reasonable distance of the school as I have outlines on a copy of the map you supplied. I hope you will be able to view and adopt my positive suggestion constructively.

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Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 15th August 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Waterthorpe. The attached plan shows where the proposed 20mph speed limit will be.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

What happens next?

We plan to introduce the new speed limit in February 2023, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

Email: 20mphAreas@sheffield.gov.uk

Or write to:

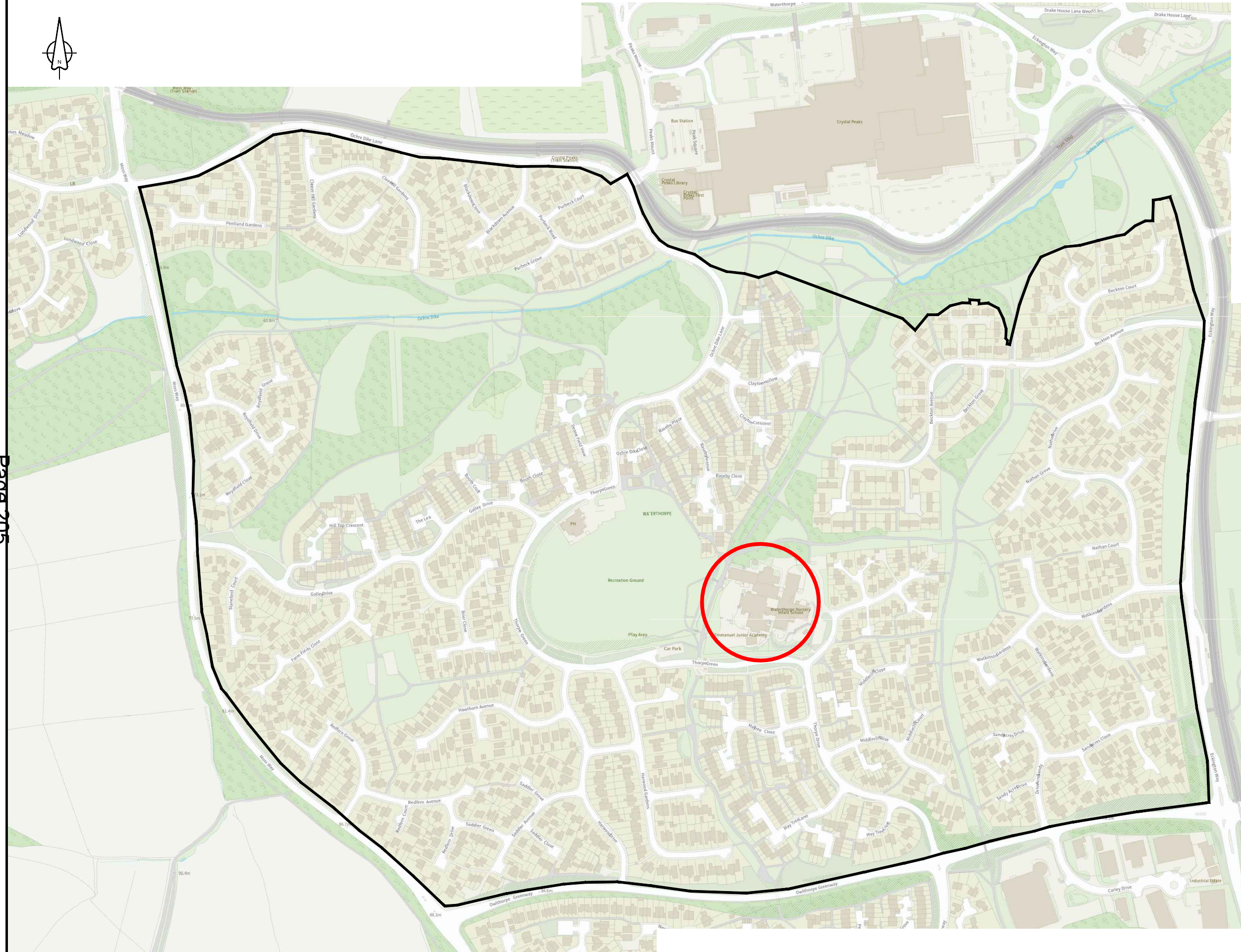
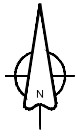
Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections must be received by 13th October 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907



Notes:

- Do not scale from this drawing.
Use printed dimensions only.

Key:

- Existing School
- Extent of proposed 20mph speed limit

Rev	Revision details	Chkd	Appd	Date
Drawn: LF				Preliminary
Design: LF				For comment
Chkd: SW				For tender
Appd: FH				For construction
Date: 06/07/22				As constructed
				Other

Client

www.amey.co.uk

Project Name
Sheffield 20mph Speed Limit Strategy.

Drawing Title
Extent of proposed Waterthorpe 20mph speed limit.

Original Drg Size : A3	Dimensions : -
Scale : NTS	Copyright © Amey

Drawing No	Rev
TR-208013 155-TRO 0001	P01

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Report to Policy Committee

Author/Lead Officer of Report: *(Lisa Blakemore, Senior Transport Planner)*

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 December 2022*

Subject: *Report objections to the Speed Limit Order for Norton Lees 20mph*

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>(488)</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 type="checkbox"/>	No	<input checked="" 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:

To report details of the consultation response to proposals to introduce 20mph speed limits in Norton Lees, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

That the Transport, Regeneration, and Climate Policy Committee:

- a) Approve that the Norton Lees 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984;
- b) Approve the implementation of the Order on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage;
- c) Objectors will then be informed of the decision by the Council's Traffic Regulations team;
- d) Approve the introduction of a part time 20mph limit on Derbyshire Lane outside Mundella School.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): Objections to the SLO

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: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Anmarie Johnson</i>
		Climate: Jessica Rick
	<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:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
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: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
Date: 06/10/2022	

1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.

1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.

1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.

This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit in Norton Lees, report the receipt of objections and sets out the Council's response.

1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Approved at September Committee, issued for construction
- **Manor:** Approved at September Committee, issued for construction

- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Waterthorpe:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation started 1st December.
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in

residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.

3.1.1 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered.

3.2 CONSULTATION REPONSES

3.2.1 There have been 62 responses to the consultation, 4 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

3.2.2 All respondents have received an email acknowledging receipt of their comments on this consultation.

3.2.3 Several respondents have said that the scheme is a waste of money. The reasons that the Council is introducing these schemes are detailed in 2.1 above. The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents

- 3.2.4 One of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with “Sheffield 20mph Speed Limit Strategy”. The data used to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents. For more information about accidents at specific locations, people can access the safer partnership website ([South Yorkshire Safer Roads Partnership \(sysrp.co.uk\)](https://www.sysrp.co.uk))
- 3.2.5 Speed limits can only be enforced by the police. They understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement.
- 3.2.6 One resident enquired about a pedestrian crossing that was requested on Derbyshire Lane. This is out of the scope of this scheme and consultation, however, investigation as to the feasibility of a pedestrian improvement scheme at this location (which is included in the 2022/23 Pedestrian Improvement Programme) is in progress.

The scheme will also be looking at extending the existing double yellow lines on Hemsworth Road to the Cobnar Road junction and at the junction of St Ives Drive. The resident also had concerns about the speed of traffic on Derbyshire Lane and suggested that additional speed humps could help slow vehicles down. Due to the reductions in funding from central government we have insufficient finance to implement traffic calming schemes using physical measures such as humps, cushions, or chicanes at this time.

- 3.2.7 One resident has listed several issues that they would like to be looked at/resolved. All of these are issues that are outside the remit of a 20mph scheme such as the location of bus stops and the location of the School entrance. The omission of Warminster Road from the scheme is due to it not meeting the criteria for inclusion in a “sign only” 20mph scheme as detailed in paragraph 1.2 above.

3.3 OTHER CONSULTEES

- 3.3.1 South Yorkshire Police have stated “...Looking at the areas concerned we

don't have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.”

- 3.3.2 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1. Overall, there are no significant differential, positive or negative, equality impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Norton Lees 20mph scheme was approved by the Transport Board in September 2022.

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £144,761 and is as follows:
£11,100 transport fees (including TRO costs, consultation costs)
£22,911 Amey design fees
Estimated constriction cost £100,000
HMD fees £10,000
Procurement strategy cost £750

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £20,000.

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans.

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Norton Lees. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Norton Lees be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 6.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Derbyshire Lane outside Mundella School.

APPENDIX C

Objections

We are writing to *object* to the current proposals for the 20mph speed limit areas in Norton Lees, on the basis that they are wholly insufficient in nature and in geographical coverage.

Should the evidence and concerns raised in this email be addressed and changes made, then we would be able to fully *support* the revised proposals.

Having lived in Norton Lees and in the immediate vicinity of both Mundella and Newfield schools for over 12 years, we have first-hand experience of both the traffic and pedestrian issues in the area.

Solutions to address concerns and to provide additional road safety measures should address the totality - and not merely a part - of the issue. Based on personal evidence and experience we believe that the points outlined below need to be taken into consideration and that the current proposed 20 mph speed limit area needs to be extended to include the additional areas on Derbyshire Lane and Warminster Road, as marked in hatched lines on your maps in the attached photographs.

Outlined below are the specific reasons which we believe, support a further extension of the 20mph limit area. Please refer to the key points below in conjunction with the attached photographs of your maps, showing highlighted areas of additional concern:

The proposal as it currently stands, also needs to address the:

1. number of vehicles currently travelling in excess of the 30mph speed limit along the length of Warminster Road and the effect this has on vehicles and pedestrians attempting to leave and join from the numerous side roads. (Speed restrictions across the proposed areas may in fact exacerbate the speeding problem on Warminster Road, as motorists seek an alternative means to speed up their journey).
2. fact that a considerable section of Warminster Road is directly within an area of high housing and population density and is used by high volumes of pedestrians and vehicles travelling to and from businesses, shops and both schools in the locality.
3. movement of residents, school children and parents through the public footpaths and alleyways exiting onto and directly across Warminster Road.
4. additional access point to/from Mundella school which runs along a footpath and exits directly out onto Warminster Road and is used numerous times daily.
5. the pedestrian route of large numbers of Newfield school pupils through the public access footpath, along Ketton Avenue and crossing directly over Warminster Road to access the: bus stops, subsequent access footpath, shops and parents' parked cars. This occurs daily at school start and finish times, as well as at lunch breaks.
6. the need for significant numbers of pupils to congregate, embark and disembark, at four bus stops in this immediate vicinity.
7. accident risks created by additional and often reckless parking of cars along Warminster Road, particularly at school starting and finishing times - often on bends and areas of poor road visibility. (Many car and pedestrian near-collisions are witnessed on a weekly basis).

We would be happy to personally discuss any or all of the above information, in more detail and on site, with the relevant council officials prior to final decisions being made.

I would like to object to the speed limit changes. For most of the roads proposed any sensible drivers will not be going more than 20mph. This makes adding the signs a waste of money. Unsensible drivers will pay no heed to the signs anyway without some way of enforcing the speed limit.

How do you plan to enforce the speed limit?

Can you send me a copy of the statistics showing the number of motor accidents in the proposed area and how you worked out it is caused by the current speed limit?

Walkers and bike riders should be able to cross a road without getting in incident by looking both ways before crossing the road.

All these new signs will do is make drivers more liable for jail time if there is an accident.

Living in Norton lees I feel the speed limit is fine as it is. I object to the proposed 20mph limit and believe this is a waste of time and money.

I am formally objecting to the proposed 20 mph limit plans in Norton lees. I fully support that there is an issue with speeding in the area and the roads are unsafe but I don't think these plans hold the answer.

I have family living in Greenhill and lowedges where there is already a 20mph speed limit in place, it is ignored and makes absolutely no difference to the speed of motorists driving around those areas.

I recently wrote to the council explaining my concerns regarding the parking and lack of predestination crossing at the bole hill park entrance to graves park. On the bend of hemsworth road and Derbyshire Lane is one of the main entrances to graves park, there is no pedestrian crossing in the road and I have seen numerous near misses here. The parking outside this entrance to graves park also needs to be addressed, cars line the road outside the new graves fold estate making you have to turn into head on traffic leaving the estate. It's a large estate with a lot of cars entering and leaving, there need to be yellow lines to stop parking opposite the entrance!

I walk down Derbyshire Lane daily with my children, the path is extremely narrow- only allowing one pram to pass at a time and despite the speed bumps cars fly up the hill towards the park.

There are only speed bumps around the school area, maybe these need continuing further up the road to try and slow motorists down.

I hope you consider my concerns, I understand that there have been cuts to funding. However, Derbyshire Lane and Hemsworth road are extremely busy, fast roads that need addressing, both for motorists and pedestrians.

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Head of Service: Tom Finnegan-Smith
Howden House · 1 Union Street · Sheffield · S1 2SH

E-mail : 20mphAreas@sheffield.gov.uk
Website: www.sheffield.gov.uk/20mph

Date: 22nd September 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Norton Lees. The attached plans show where the proposed 20mph speed limit will be.

Why are we doing this and what will it look like?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

In the past, we have built road humps in 20mph areas to keep speeds low. Whilst those schemes have been very successful, they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

Therefore, new 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, which allows us to reduce speeds in more residential areas in order to make our neighbourhoods safer places. Speed limit signs will mark the entrances to each 20mph area, additional smaller signs will be fixed to lamp posts to remind drivers of the new speed limit.

Speed reductions in 'sign-only' 20mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

Part time 20mph limit at Mundella School

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance around Mundella School on Derbyshire Lane. Signing will be installed on the approaches to the school with lights that will flash during school times.

What happens next?

We plan to introduce the new speed limit in February/ March 2023, but this will depend on the response we receive to this letter.

If you would like to register your support for the proposal or object, please write to us by e-mail or letter, details below.

Email: 20mphAreas@sheffield.gov.uk

Or write to:

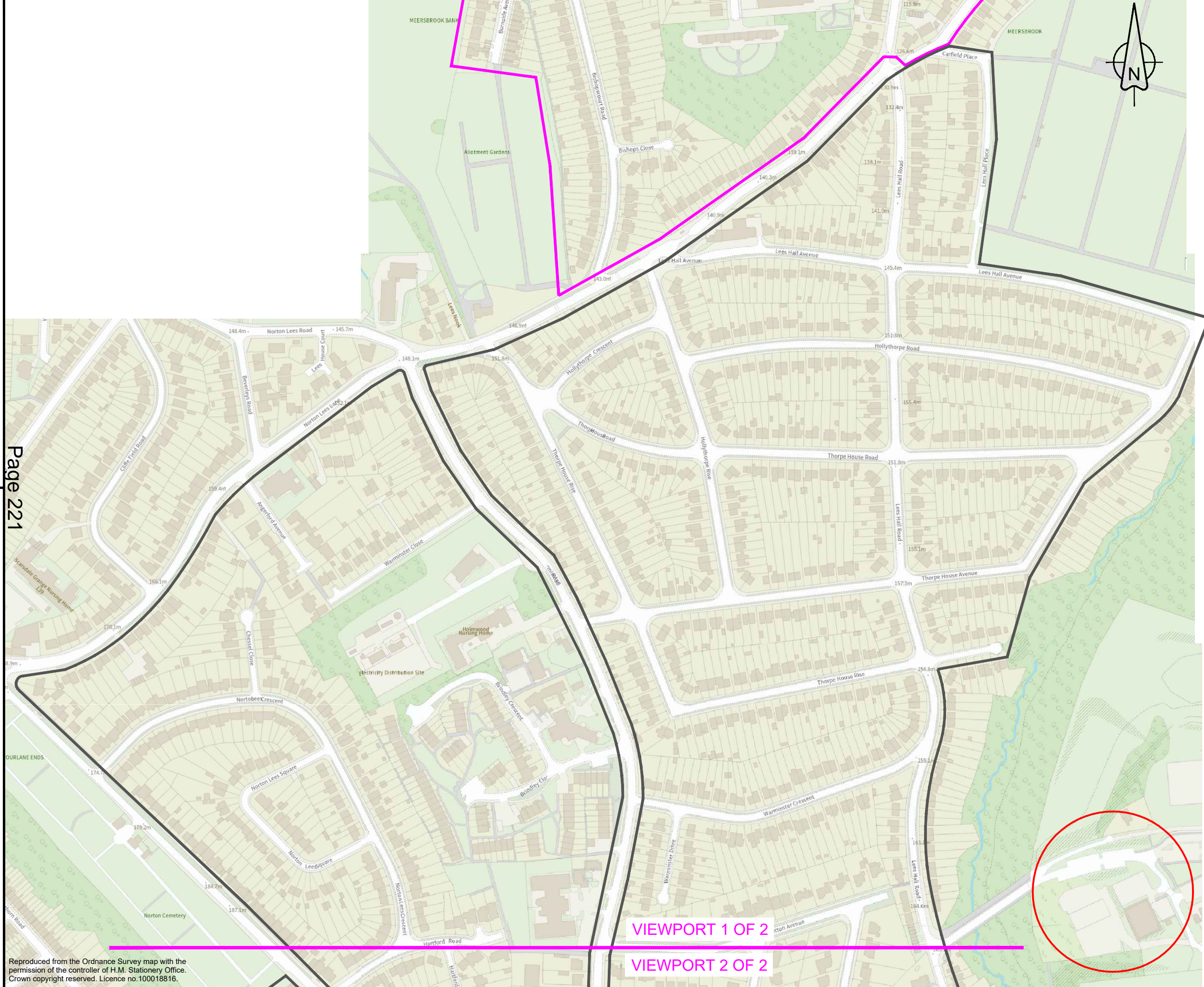
Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections stating the grounds, must be received by 20th October 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

This document can be supplied in alternative formats, please contact 0114 273 5907



KEY:

- Extent of proposed 20mph speed limit
- Private Property (To be excluded from works)
- Proposed Part time advisory 20 mph speed limit
- Existing 20mph area
- Existing School

Page 221

P2	All pending adoption and some private roads included in TRO	LE	FH	12/08/22
Rev	Revision details	Chkd	Appd	Date
Drawn: ALT			Preliminary	<input checked="" type="checkbox"/>
Design: ALT			For comment	<input type="checkbox"/>
Chkd: SW			For tender	<input type="checkbox"/>
Appd: FH			For construction	<input type="checkbox"/>
Date: 19/07/22			As constructed	<input type="checkbox"/>
			Other	<input type="checkbox"/>

Client

www.amey.co.uk

Project Name
Sheffield 20mph Speed Limit Strategy

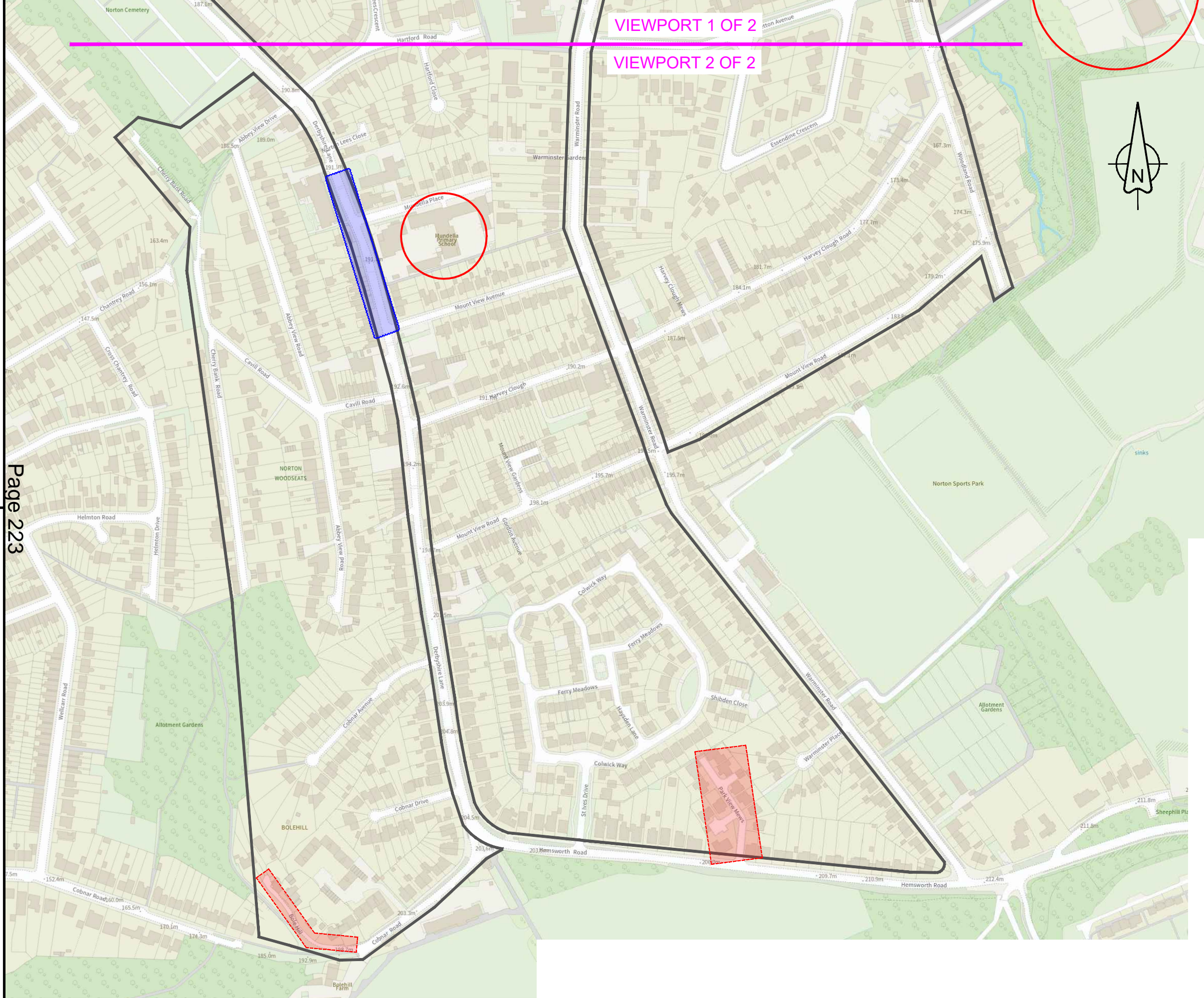
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 Scale : NTS Copyright © Amey

Drawing No Rev
 TR-208013-156-TRO-001 P2

VIEWPORT 1 OF 2
 VIEWPORT 2 OF 2

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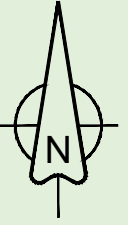


VIEWPORT 1 OF 2

VIEWPORT 2 OF 2

KEY:

- Extent of proposed 20mph speed limit
- Private Property (To be excluded from works)
- Proposed Part time advisory 20 mph speed limit
- Existing 20mph area
- Existing School



Page 223

P3	Park View Mews excluded from TRO			
P2	All pending adoption and some private roads included in TRO	LE	FH	12/08/22
Rev	Revision details	Chkd	Appd	Date

Drawn: ALT	Preliminary	<input checked="" type="checkbox"/>
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Chkd: SW	For tender	<input type="checkbox"/>
Appd: FH	For construction	<input type="checkbox"/>
Date: 19/07/22	As constructed	<input type="checkbox"/>
	Other	<input type="checkbox"/>

Client

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Project Name
Sheffield 20mph Speed Limit Strategy

Drawing Title
Extent of proposed Norton Lees 20mph speed limit 2 of 2

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