

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 14 June 2023 by the Transport, Regeneration and Climate Policy Committee.

Item No

7. WORK PROGRAMME

7.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing 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.

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

1. Agree that the Committee's work programme for the meeting of the 19th July, 2023 as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1** subject to the removal of the item Future of Green Parking Permits.
2. Agree that all items listed for consideration at the meeting of the 20th September, 2023 and those for which no date is set, be reviewed by the committee before being confirmed on the Work Programme.

7.3 Reasons for Decision

7.3.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.4 Alternatives Considered and Rejected

7.4.1 It was determined that the work programme presented by officers did not meet member priorities and required further consideration in terms of the workload of the committee.

9. PARKHILL PARKING SCHEME

9.1 The Committee considered a report of the Executive Director of City Futures on the consultation response to proposals to introduce a Controlled Parking Zone in Park Hill. The report detailed objections to the Traffic Regulation Order and set out the Council's response and recommendations.

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

- Welcomes the development of a parking scheme, however it does not approve the officer recommendations
- Requests that a new scheme is designed and developed in consultation with

local residents and all appropriate stakeholders

9.3 **Reasons for Decision**

9.3.1 The proposed Park Hill controlled parking zone will:

- Improve conditions for local businesses residents by ensuring the availability of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;
- Improve access through the area and loading and unloading opportunities for all vehicles (especially larger ones) by removing parking at or near junctions; and
- Improve conditions for sustainable travel modes.

9.3.2 Specific responses to the points raised in the feedback to the consultation are addressed earlier in this report. On balance, it is considered that the Council should proceed with the implementation of the Park Hill Controlled Parking Zone in the amended form set out in Appendix C to this report as its benefits are considered to outweigh the concerns raised.

9.3.3 It is good practice to review any highway scheme after it has been active for a period of time to ensure that it is delivering on the benefits expected. Parking behaviours are constantly changing post covid so reviewing the boundary of the scheme after around 12 months will ensure that the scheme on site is the best scheme to achieve our objectives.

9.4 **Alternatives Considered and Rejected**

9.4.1 Consideration was given to limited waiting, without charging (e.g. 4 hours, no return within 2 hours), with permits considered where appropriate. However, this was discounted for the following reasons:

- Enforcement of the restrictions are more resource intensive and time consuming;
- Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;
- Lack of consistency of approach with other areas of the City;
- Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and
- There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

10. **REPORT OBJECTIONS TO THE EXPERIMENTAL TRAFFIC REGULATION ORDER FOR BROOMHILL SHOPPING PRECINCT**

10.1 The Committee considered a report of the Executive Director of City Futures on the consultation response to the Experimental Traffic Regulation Order for the Broomhill Shopping Precinct, including the receipt of objections to the Order and the Council's response.

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

- Approves that a Traffic Regulation Order be made so as to make permanent the restrictions within the Experimental Traffic Regulation Order, as advertised and implemented, 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.

10.3 **Reasons for Decision**

10.3. Before the intervention was implemented in August 2020, there were a few issues with the public space at the Broomhill Shopping Precinct. Cars were often queuing along the A57 to pull into the parking bays causing congestion. Safety was also a concern insofar as cars were also reversing out into the main road out of the parking bays and, in addition to this, there were also issues around the narrow pavement adjacent to the parking bays. This led to pedestrians often walking down the middle of the road.

2 10.3. Since the changes were implemented the air quality has improved, with nitrogen dioxide levels decreasing by 14% in the area. If the changes were made permanent, this would create an opportunity to enhance the public realm in the area with the additional space (Appendix B). These enhancements could lead to more people visiting Broomhill and staying for longer.

3 10.3. The intervention is also a good strategic fit with the objectives within the Visions and Aspirations for the BBEST Area 2021 such as:

- Encourage economic activity and growth
- Enhance the public realm
- Improve the function of pedestrianised areas
- Improve the environment (including air quality and noise) for Visitors

4 10.3. Having considered the response from the public and other consultees it is recommended that the Broomhill ETRO be implemented as, on balance, benefits of the scheme in terms of safety and sustainability outweigh the concerns raised.

10.4 **Alternatives Considered and Rejected**

1 10.4. Considering the objections received, consideration was given to recommending the retention of the parking spaces on Fulwood Service Road. However, such a recommendation could result in many of the benefits outlined in this report being lost such as improved air quality and a more attractive environment for pedestrians. As a result of these benefits being lost more visitors may travel by car, instead of more sustainable modes, and therefore stay in the area for less time due to the spaces being free for 20 minutes.

11. **EATF LEGACY PROJECTS: DIVISION STREET**

11.1 The Committee considered a report of the Executive Director-City Futures

detailing the consultation response to the Experimental Traffic Order for Division Street, to report the receipt of objections and set out the Council's response.

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

Approve that the Experimental Traffic Order be made permanent. Objectors will then be informed of the decision by the Council's Traffic Regulations team. The order will be made permanent by way of a Traffic Regulation Order which makes the provisions of the Experimental Traffic Order permanent, in accordance with the procedure set out under the Road Traffic Regulation Act 1984.

11.3 **Reasons for Decision**

11.3.1 The prohibition of driving on parts of Division Street creates a safer environment for cyclists on this section of Division Street. Before driving was prohibited, people could not cycle safely with a high flow of traffic travelling along the route and a lot of parked cars. The changes made significantly reduce the number of cars travelling along Division St creating a safer cycling environment. This should help encourage more people to cycle along the route and through the city centre.

11.3.2 The prohibition of driving on parts of Division Street creates a safer environment for pedestrians. There is not enough space for groups of pedestrians to stay on the pavement on the closed section of Division Street. This becomes a safety issue in busy periods with pedestrians often having to walk on the road, increasing the risk of conflict with motor vehicles. The changes allow pedestrians to safely walk through this section of Division St.

11.3.3 Since the changes were implemented, many street cafes along the closed section of Division St have taken the opportunity to offer outdoor seating. This was initially in response to covid restrictions however many have continued to offer this since restrictions have been eased. This has allowed them to increase their capacity and improves the local street scene.

The scheme is also a good strategic fit with the key aims of the third core objective of the Sheffield Transport Strategy (2019):

- Sustainable safety, safe walking and cycling as standard
- Improved air quality and working to manage congestion
- Improving poor health and poor access to jobs and services

11.3.4 Having considered the response from the public and other consultees it is recommended that the Division Street ETRO be implemented as, on balance, benefits of the scheme in terms of safety and sustainability outweigh the concerns raised. It is also recommended that a re-deployable enforcement camera is installed to enforce restrictions in the pedestrianised area. It is also recommended that a review of the changes be undertaken once the Kangaroo Works construction has completed.

11.4 **Alternatives Considered and Rejected**

- 11.4.1 Considering the objections received, consideration was given to recommending the removal of the modal filters and allowing motor vehicles to drive along all of Division St again. However, such a recommendation could result in many of the benefits outlined in the report such as improved safety for cyclists and pedestrians and space for outdoor seating being lost.
- 11.4.2 Consideration was also given to implementing a westbound one-way restriction through the currently pedestrianised section of Division St, keeping half of the road pedestrianised or for outdoor seating. However, such a recommendation would increase the flow of traffic travelling along Division St and reduce safety and accessibility for cyclists.
- 11.4.3 Consideration was also given to re-instating the original one-way on Westfield Terrace to southbound. However, such a recommendation would result in traffic travelling east on Devonshire St having to make a U-turn when at the junction with Westfield Terrace. This option could be re-assessed once the Kangaroo Works construction has finished.
- 11.4.4 Consideration was also given to fully pedestrianizing the section of Division St between Rockingham St and Westfield Terrace. However, such a recommendation would remove access to the private car park on Canning St. This option could be re-assessed once the Kangaroo Works construction has finished.

12. **HERDINGS 20MPH SCHEME TRO CONSULTATION REPORT**

- 12.1 The Committee considered a report of the Executive Director-City Futures detailing the consultation response to proposals to introduce 20mph speed limits in Herdings, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

Approve that the Herdings 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.

12.3 **Reasons for Decision**

- 12.3.1 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.

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

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

12.4 **Alternatives Considered and Rejected**

- 12.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Herdings. 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.

13. **WESTFIELD 20MPH SCHEME TRO CONSULTATION REPORT**

- 13.1 The Committee considered a report of the Executive Director-City Futures detailing the consultation response to proposals to introduce 20mph speed limits in Westfield, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

1. Approve that the Westfield 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.
2. Approve the introduction of a part time 20mph limit on Westfield Northway outside Shortbrook Primary School subject to no road safety issues being identified through a RSA at the detailed design stage

13.3 **Reasons for Decision**

- 13.3.1 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.

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

- 13.3.3 It is also recommended that a part time 20mph limit on Westfield Northway outside

Shortbrook Primary School be approved.

13.4 **Alternatives Considered and Rejected**

- 13.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Westfield. 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.

14. **MODESHIFT STARS - ACTIVE JOURNEYS TO SCHOOL**

- 14.1 The Committee considered a report of the Executive Director-City Futures that sets out the aims of bringing together all school related Active Travel projects under one team managed by Sheffield City Council to maximise efficiency. We will use funds to enhance active travel in primary schools by commissioning external support from additional project officers to so as to deliver the ModeshiftSTARS award scheme. By expanding the current Modeshift STARS support provision for Sheffield Schools, we would be able to maintain and build on the successes and achievements of 2022 in increasing Active Travel in schools.

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

- i. Approves the use of funding to support the continued delivery of the Active Travel in schools scheme.
- ii. Approves an increase to the total funding for the scheme to £289,960.67.
- iii. Approves the commissioning of additional external staff to support the delivery of the scheme at a cost of £273,460.67.

14.3 **Reasons for Decision**

- 14.3.1 The investment in supporting schools to promote and enable active journeys to school will ultimately help to address the ambitions of Members and delivery against the requests of the Sheffield public to improve safety on the journey to school for all.

- 14.3.2 The expected benefits from this project are multiple. Including an increase in safety, and perception of safety, enhancing environmental amenities and improving health by supporting safe active travel movements.

- 14.3.3 The programme takes advantage of utilising external funding sources where possible to deliver impactful change to the transport system, considering environmental, economic, and societal needs.

14.4 **Alternatives Considered and Rejected**

- 14.4.1 'Do nothing' has been considered but is not deemed appropriate.

14.4.2 Without this approval Sheffield will see a drastic reduction in resources. From September, we will go from having a team of three to a single part-time officer working on the project. This is insufficient resource to support Sheffield's 180 schools in any meaningful way. The impact of this would also include:

- a significant reduction in outputs
- little or no activities delivered in schools.
- a significant reduction in the number of schools engaged in the project.
- detrimental impact on the strategic running of the project
- unable to build on past success due to lack of resource.
- difficulty in re-engaging with schools in the future once confidence has been lost in SCC to deliver this project.

15. CONSULTATION RESPONSES ON THE PUBLICATION DRAFT SHEFFIELD PLAN

15.1 The Committee considered a report of the Executive Director-City Futures providing an overview of the public consultation carried out on the Publication Draft Sheffield Plan, including some of the key issues. It also sets out the process for responding to the issues raised and the timetable and process for submitting the Sheffield Plan to the Government for public examination.

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

- a) notes the issues arising from public consultation on the Publication Draft Sheffield Plan;
- b) notes that a 'schedule of suggested amendments', compiled in response to the comments on the Publication Draft Sheffield Plan, is to be considered by the Strategy and Resources Committee and full Council prior to submitting the relevant documents to the Government in accordance with recommendation (d) of the decision of full Council dated 14th December 2022

15.3 Reasons for Decision

15.3.1 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. It is important that the plan is adopted as soon as possible.

15.3.2 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. They were 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 agreed by full Council on 14th December 2022).

15.3.3 The Draft Sheffield Plan represent the Council's firm proposals for the development of the city over the period to 2039. The public consultation, seeking views on the 'soundness' of the Plan was a required stage before the Draft Plan is submitted to the Government for public examination. Comments received with respect to this consultation process are currently being reviewed before amendments are proposed to the Strategy and Resources Committee in August and full Council in September.

15.3.4 The recommendations reflect earlier decisions taken by full Council on 14th December 2022 for decisions on any desired amendments to the Plan to be taken by the Strategy & Resources Policy Committee and then full Council.

15.4 **Alternatives Considered and Rejected**

15.4.1 The options available to the Council in terms of proposing amendments to the Sheffield Plan have already been outlined in paragraph above. This will be a matter for the Strategy & Resources Committee and full Council to consider.