

# SHEFFIELD CITY COUNCIL

## POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 14 February 2024 by the Transport, Regeneration and Climate Policy Committee.

### Item No

#### **8. REGENERATION PROGRAMME UPDATE**

8.1 Members considered a report of the Executive Director of City Futures that provided a summary of ongoing regeneration scheme projects in the city centre.

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

Notes the information contained in the report.

#### **8.3 Reasons for Decision**

8.3.1 Each project has been or will be subject to its own options analysis.

#### **8.4 Alternatives Considered and Rejected**

8.4.1 To ensure that the latest information is available and to provide an update on progress.

#### **9. FULWOOD 20MPH SCHEME SLO CONSULTATION REPORT**

9.1 The committee considered a report by the Executive Director for City Futures that detailed the consultation response to proposals to introduce 20mph speed limits in Fulwood, report the receipt of objections to the Speed Limit Order and set out the Council's response.

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

a) Approve that the Fulwood 20mph Speed Limit Order be made, as advertised,

b) Approve the introduction of a part time 20mph limit on Fulwood Road outside Nether Green School,

c) 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.

#### **9.3 Reasons for Decision**

- 9.3.1 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.
- 9.3.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Fulwood be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 9.3.3 It is also recommended that a part time, advisory 20mph speed limit on Fulwood Road be approved for the same reasons as above.

#### 9.4 **Alternatives Considered and Rejected**

- 9.4.1 In light of the objections received, consideration was given to recommending the retention of the existing speed limit in Fulwood (do nothing). 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.
- 9.4.2 Another possible option is to reduce the scope of the scheme. This is not considered a suitable option as it is contrary to the Council's 20mph speed limit strategy that aims to install 20mph limits on all suitable residential roads.

### 10. **HIGH GREEN 20MPH SCHEME SLO CONSULTATION REPORT**

- 10.1 The committee considered a report by the Executive Director for City Futures that detailed the consultation response to proposals to introduce 20mph speed limits in High Green, report the receipt of objections to the Speed Limit Order and set out the Council's response.
- 10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
- a) Approve that the High Green 20mph Speed Limit Order be made, as advertised,
  - 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.
  - c) Approve the introduction of a part time 20mph limit on Greengate Lane outside Greengate Lane Academy 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 High Green be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

10.3.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Greengate Lane for the same reasons.

#### 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 High Green. 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. **CLEAN AIR INVESTMENT FUND**

11.1 The committee considered a report of the Executive Director City Futures providing an update on the Clean Air Plan including the bus retrofit performance issues and the development of a proposal for clean air investment.

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

- Endorses the continued liaison with HM Government for greater financial support to deliver zero emission bus fleet ambitions in Sheffield to mitigate the impacts resulting from the performance uncertainty and delay relating to the Department of Transport's (DfT) bus retrofit programme (see section 3.2) and the predicated effect this will have on achieving legal air quality limits within the shortest possible time (as per our Ministerial Direction),
- Endorses the proposed approach to clean air investment planning, and note that further development will continue,
- Endorses the proposal to commit an initial £1m of CAZ surplus income to accelerate air quality improvement initiatives around schools and improve air quality for children traveling to school, as described in section 3.1, and note that officers will keep members of the committee informed of the development of the initiatives.

#### 11.3 **Reasons for Decision**

- 11.3.1 Our modelling (approved by Government) at OBC and FBC stage included showed that all buses in Sheffield and those on key routes in Rotherham needed to be a minimum of Euro VI standard equivalent to achieve nitrogen dioxide legal limits in the shortest possible time as per our Ministerial Direction.
- 11.3.2 Therefore, achieving reduced emissions from scheduled buses is a material part of our Directed scheme, fundamental to achieving compliance with legal limits and continued liaison with HM Government to secure greater financial support to provide funding and solutions to reduce bus emissions and transition to a zero-emission bus fleet in Sheffield is critical.
- 11.3.3 As set out in this and the December 2023 committee report a cautionary approach will be taken to expenditure of CAZ surplus income to ensure sufficient funds are retained to cover life-cycle operation costs and any further mitigating activities required to achieve legal nitrogen dioxide limits across the city. However, it is important that there is continued investment in complimentary activities to reduce traffic emissions and improve air quality.
- 11.3.4 The recommendations for initial investment build on existing, successful schemes enabling these to be expanded to benefit school children and communities across Sheffield.

#### 11.4 **Alternatives Considered and Rejected**

- 11.4.1 The parameters for use of CAZ income are described in section 3.1 and 6.3 of this report. Options for investment of CAZ surplus must meet the legislative purposes set out in the CSO Clean Air Zone Charging Scheme Order | Sheffield City Council. Options that do not meet the legislative key criteria cannot be considered.
- 11.4.2 As described in section 3.0 eligible options are under development and will continue to be reviewed with TRC members as work progresses. Options being considered for further development include strategic infrastructure projects that provide significant improvements to active travel, public transport and complementary public realm and environmental infrastructure (e.g. green walls).