



## 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:** *21<sup>st</sup> September 2022*

**Subject:** *Report objections to the Speed Limit Order for Manor Park 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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”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 Manor Park, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

**Recommendations:**

Approve that the Manor Park 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.

**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>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	<b>SLB member who approved submission:</b>	<i>Kate Martin</i>
3	<b>Committee Chair consulted:</b>	<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.	
	<b>Lead Officer Name:</b> <i>Lisa Blakemore</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
	<b>Date:</b> 23/08/2022	

**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 8<sup>th</sup> 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 8<sup>th</sup> 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:** Objections received to Speed limit order, Committee to decide whether to proceed.
- **Manor:** Objections received to Speed limit order, Committee to decide whether to proceed
- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in November
- **Waterthorpe:** Consultation starts 15<sup>th</sup> September

- **Highfield** (part of Sheaf Valley Scheme) Consultation just finished; objections received so report will be submitted to Committee in November.
- **Batemoor:** Consultation starts 15<sup>th</sup> September
- **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Norton Lees:** Consultation starts 22<sup>nd</sup> September
- **Carterknowle:** Consultation starts mid-October
- **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.

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

#### CONSULTATION REPONSES

There have been 30 responses to the consultation, 5 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

Officers have replied to all residents with an acknowledgement of their response or answering specific questions and clarifying the proposals if required so that the residents are fully informed before making formal representations or objections to the scheme.

2 respondents asked why Manor Park Crescent was not included. The Council had conducted 2 speed surveys along this road and the mean speed was 29.6 and 27.8mph. As detailed in 1.2 above, 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. Manor Park Crescent was therefore considered to be unsuitable for inclusion within the proposed scheme. Accident data for Manor Park Crescent was obtained and shows that there has been one "slight" accident on this road in the last 5 years.

One respondent said that the part time 20mph limit during school times needs to be extended to more of the day. The purpose of this restriction is

to lower speeds when school children are arriving and leaving the school. Manor Lane could not be included in the main, full time 20mph speed limit due to mean speeds along here being 29.1 when the maximum limit for inclusion in a “sign only” 20mph scheme is 27mph.

2 respondents suggested that pedestrian crossings may be better than a 20mph scheme. It is Council Policy that all suitable residential roads will be subject to a 20mph speed limit. The Council does have an annual pedestrian crossing programme and these suggested locations will be passed onto the relevant Officer to place on the list for consideration.

## 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 Outline Business case for the Manor Park 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 £108,164 and is as follows:  
£10,596 transport fees (including TRO costs, consultation costs)  
£19,000 Amey design fees  
Estimated constriction cost £70,000  
HMD fees £6987  
Procurement strategy cost £1000

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. 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 Manor Park 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 Manor Park 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/ Comments

<p>I reject the idea of 20mph roads especially on the routes you are suggesting. All you will do is cause more congestion at busy times. You have already made the roads thinner on Harborough avenue which probably contributed to the recent death of an elderly lady in a car crash.</p> <p>Why don't you spend the time on placing strategic zebra/pelican crossing on the parts before the round about on harborough avenue and manor Lane going up just before manor Park Road. These are where children cross to go to school and the elderly cross to the doctors and shops</p>
<p>I am a resident at 113 Manor park crescent S21WY Looking at the map you have produced of this area it looks like manor park crescent itself isn't part of the scheme I'm not sure if your aware but over the last 24 years we have lived at this address there have been at least 6 major crashes on this road due to excessive speeding if your going to reduce the speed limit which putting a few signs up really won't stop this from happening please involve this road maybe then we won't have to wait until someone dies</p>
<p>I have lived on the manor park for 48 years and have just received the letter and map of proposed 20 mph zones. Having read the map provided I was extremely shocked to see that manor park crescent was not included in the 20mph zones. Out of all the roads on the map provided I would put manor park crescent probably the most eligible for a reduced speed limit. The road has several bad bends in which the width of the road is reduced due to parked cars half on the road , ie the bend at the entrance to deep pits field and park.</p> <p>This bend alone has been the location of several accidents and near misses through cars travelling at speed on a blind bend. Else where on the road cars have left the road and ended up in other residents boundaries again travelling at excessive speeds. As there are many families with young children and grand children in this area this of course poses a danger to them or anyone for that matter. As the council is probably aware there is construction work ongoing to build more houses in the area which would increase the volume of traffic and pedestrians which would increase the risk factor.</p> <p>The road is regularly used as a short cut through the estate to reach main roads such as ,city road ,prince of wales road, Sheffield parkway .It is also the root for several school runs .The road also attracts a number of high performance car and off road bike drivers travelling far in excess of the speed limit ,although this is just a minority of mainly young drivers at these sort of speeds it's only a matter of time before someone is seriously hurt. I strongly urge the relevant parties to include manor park crescent in the speed reduction scheme or at the very least do a partial speed reduction method in the most dangerous parts of the road .</p>
<p>Recently a survey was completed as part of new build opposite manor castle which said there was only if memory serves me right only 3 accidents in the manor lane area over a number of years, which means that at the current speed limit the length of manor lane is safe and changing it is unnecessary, it will slow traffic unnecessarily a better use of money as it's in short supply would be to place a crossing near main entrance to castle after Southend rd and another after where manor park road joins manor lane. Also you would get a better understanding of if people are for or against plans if you asked all local residents not just a select few and giving a closing date to object which is very clever way of achieving your plans without breaking laws. Well done.</p>
<p>Could I suggest someone spends the day looking at the level of observation of the 20mph limit on Park Grange Rd. I defy you to identify a single vehicle that respects the limit !Now they should spend another day looking at the level of observation on Skye Edge Avenue where they will find widespread respect for</p>

the limit. The reason for observation in this latter instance is quite clear, namely obstacles and obstructions. That is why your plans are in large part nothing more than smoke and mirrors.

I did ask some 5 years ago if road humps could be installed on Manor Lane which is probably the worst road for speeding on your drawing TR-208013 115-TRO 001. and I was told at the time that it was too expensive. I note that this remains the claim which suggests it is less an explanation and rather more a considered strategy to deflect criticism!

I wonder what you mean by "school times" for the proposed advisory limit at Manor Lodge Primary School. If it means simply the start and end of the school day then the road is typically already clogged at those times with traffic already hard pushed to reach 20mph. All day flashing lights which notify vehicles when they exceed 20mph on the other hand could have positive effect.

I can't see your plans doing harm but then I can't see them doing much good either. The money you have got would in my view be better spent on, even a few judiciously placed humps as well as a bit of paint by way of disguise. I would be pleased for you to go back to your drawing board and try again.

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