



## 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 (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) 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	<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> 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 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 32 'sign only' 20mph areas have been completed as well as 12 child safety zones.
- 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 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 1<sup>st</sup> 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](mailto: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)  
£17,838 Amey design fees  
Estimated constriction cost £90,000  
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

- 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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