

Transport, Regeneration and Climate Policy Committee

Wednesday 15 June 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
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 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 JUNE 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. Public Questions and Petitions**
To receive any questions or petitions from members of the public
 - 6. Transport, Regeneration and Climate Policy Committee Overview**
Executive Director, City Futures Portfolio to report
 - 7. Work Programme** (Pages 11 - 28)
Report of the Director of Legal and Governance
- Formal Decisions**
- 8. Budget Monitoring Report Month 01, 2022/23** (Pages 29 - 40)
Report of the Director of Finance and Commercial Services
 - 9. Sheffield Local Transport Programme 2022/23** (Pages 41 - 56)
Report of the Executive Director, City Futures Portfolio
 - 10. Double Yellow Lines – Wolseley Road/Staveley Road and Glover Road/London Road** (Pages 57 - 78)
Report of the Executive Director, City Futures Portfolio
 - 11. 20mph Speed Limit Scheme in Crosspool** (Pages 79 - 102)
Report of the Executive Director, City Futures Portfolio
 - 12. 20mph Speed Limit Scheme in Woodseats** (Pages 103 - 120)
Report of the Executive Director, City Futures Portfolio

13. Approval of the Humber River Basin District Flood Risk Management Plan

Report of the Executive Director, City Futures Portfolio

(Pages 121 -
130)

Other Items

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 21 September 2022 at 2.00 pm

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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 Gillian Duckworth, Director of Legal and Governance on 0114 2734018 or email gillian.duckworth@sheffield.gov.uk.

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Report to Transport, Regeneration and Climate Committee

15 June 2022

Report of:

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Deborah Glen, Policy and Improvement Officer, Craig Rogerson, Principal Committee Secretary

Summary:

The Committee's Work Programme is attached at Appendix 3 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 covering report, where applicable:

- Questions from the public (where notified sufficiently in advance)
- Petitions to this committee, 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 (the source of the items is specified)

The Work Programme will remain a live document and will be brought to each Committee meeting.

Type of item:

Reviewing of existing policy	
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Informing the development of new policy	
Statutory consultation	
Performance / budget monitoring report	
Briefing paper for the Committee	
Other	

Recommendations:

1. That, with reference to issues raised in this report, consideration be given to any further additions or adjustments to the work programme presented at Appendix 3.
2. That the committee's work programme as set out in Appendix 3 be agreed.
3. That consideration be given to any further issues to be explored by officers for inclusion in part 6 of the next work programme report, for potential addition to the work programme

Background Papers:

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 3 due to the discretion of the chair; or
- within the body of this report accompanied by a suitable amount of information.

2.0 Member engagement, learning and policy development outside of Committee

2.1 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.

2.2 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.	TBC
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, Fragate, 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 and Water and our local priorities and programmes	June 2022
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

3.0 Public Questions

3.1 Any public questions to this meeting are listed here with officer commentary as appropriate:

1. A

2. B
3. C

4.0 Petitions

4.1 Any Petitions to this meeting are listed here with officer commentary as appropriate:

1. Petition requesting better speed controls on Fox Hill Road to protect pedestrians.
2. Petition requesting the Council to abandon the Park Hill Parking Scheme

5.0 References from Council or other Committees

5.1 Any references sent to this Committee by Council or other committees since the last meeting are listed here, with officer commentary as appropriate:

6.0 List of other potential items not yet included in the work programme

6.1 The following issues 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	Bidding, acceptance and spending approval of external funds
Description	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.
Lead Officer/s	Tammy Whitaker / Tom Finnegan-Smith
Item suggested by	TBC
Type of item	<ul style="list-style-type: none"> • Decision • Referral to decision-maker • Pre-decision (policy development) <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>	To be agreed
<i>(re: decisions)</i>	To be agreed

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
Lead Officer Commentary	<p>Need to determine with the committee.</p> <ul style="list-style-type: none"> - 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

Appendix 1 – Menu of options for member engagement, learning and development prior to a formal decision

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 2

Appendix 2 – Public engagement and participation toolkit

Toolkit to follow.

Appendix 3 – Work Programme

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"> • Decision • Referral to decision-maker • Pre-decision (policy development) • Post-decision (service performance/ monitoring) 	(re: decisions) Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	(re: decisions) 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
Draft Local Plan ahead of public consultation	To approve draft Local Plan in Sep/Oct 22 ahead of full Council and public consultation.	Michael Johnson/Simon Vincent	Decision and then referral to full Council	Member Working Group/Sub Committee (?) & full committee briefings	This has been done prior to this stage and further public consultation is an inherent part of the decision.	Full Council
Local Plan ahead of submission to Government	To approve final Local Plan content in March/April 23 ahead of submission to Government for examination.	Michael Johnson/Simon Vincent	Decision and then Referral to Full Council	Member Working Group/Sub Committee & full committee briefings	This stage will be post public consultation.	Full Council
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	Tom Finnegan-Smith / Mark Whitworth	Post decision and Policy development	Facilitated policy development workshops	TBC	TBC

	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.					
Decarbonisation Routemaps	Priority Routemaps to inform key Council and Citywide action on decarbonisation (Housing, Transport, Energy, Economy)	Tom Finnegan-Smith / Mark Whitworth + other leads on thematic areas	Pre-decision 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	On SYMCA Priority Flood Programme. OBC for works around flood risk areas in Ecclesfield, Whitley Land, Ecclesfield	Tom Finnegan-Smith / James Mead	Pre-decision	Facilitated policy development workshops	TBC	Strategy and Resources

(Spring 2023)	Park. Collaboration with Parks over improvements to park, potetail habitat and ammenity benifits. Highway works to culverts. Partnership funding: Flood Risk Grant, SCC, Environment, Highway benifits. Stratgeic Mandate likely to be required					
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
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
Connecting Sheffield South West Bus Corridors	Acceptance of funding to develop the Full Business Case (FBC)	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	N/A further public engagement will form part of the FBC development stage	TBC
Kelham Neepsend Submission of FBC to SYMCA	Submission of the Full Business Case to SYMCA for approval and release of funding to deliver the final scheme	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC

Sheaf Valley Cycle Route	Presenting the final scheme proposals	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC
City Centre Cycle Hub	Report on the proposals for a City Centre Cycle Hub	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	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	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	TBC	TBC	TBC
Play streets review	Review of the trial of play streets and recommendation on future application	Tom Finnegan-Smith / Peter Vickers	TBC	TBC	TBC	TBC
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	Kerry Bollington	TBC	TBC	TBC	TBC

	these will be considered by the Housing Thematic Committee					
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Meeting 1	15 th June 2022					
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) 	(re: decisions) Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	(re: decisions) 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
TRCC Overview	Scene Setting Item on the Committee					
Sheffield Local Transport Programme 2022/23	This item will present an overview of the 2022/23 Transport Programme which covers a range of funding sources from Strategic to Local improvement projects	Tom Finnegan-Smith / Matt Reynolds	Decision	All Committee Briefing would be helpful	Public Engagement will be undertaken on all of the schemes within the programme	This Committee will endorse the thematic shape of the programme with Strategy and Resources Committee approving the financial investment for individual projects.

May 2022 Transport Capital Approvals	Report on transport projects requiring Committee approval	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	Public Engagement will be undertaken on all of the schemes within the programme	This Committee will endorse the thematic shape of the programme with Finance Sub-Committee approving the financial investment for individual projects.
Double Yellow Line Glover Road and Spooner Road	Report on proposed waiting restrictions requiring Committee approval	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	The report will set out the results of the public consultation on the schemes	This committee
20mph schemes in Crosspool and Woodseats	Recommendation on the final schemes for implementation	Tom Finnegan-Smith / Matt Reynolds	Decision	N/A	Report will set out the detail of the consultation and responses received	This committee
Approval of the Humber River Basin District Flood Risk Management Plan	Signed acceptance of our actions and responsibilities as Lead Local Flood Authority in the updated plan as prepared by the Environment Agency for the next 5-year cycle	Tom Finnegan-Smith / James Meade	Decision	Written briefing	Online consultation carried out at regional level	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</i> 					

	<i>eg finance or service monitoring]</i>					
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Meeting 2	21 st September 2022	Time				
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) 	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date) <ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer
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	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
Connecting Sheffield Cross City Bus FBC approval	Submission of the Full Business Case to SYMCA for approval and release of further funding to implement the final scheme	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	TBC	TBC
Restoring Our Railways update	Report on current ROR projects including, Barrow	Tom Finnegan-Smith / Matt Reynolds	TBC	TBC	TBC	TBC

	Hill Line, Waverly Station and Stocksbridge Line.					
Clough Dike, Deepcar, capital works, strategic mandate for direct SCC contribution	Currently significant ongoing revenue cost of emergency pumping, permanent capital solution a priority. OBC to Env Agency for Flood Risk GiA will be required to be matched by SCC funds. Highway and Parks collaboration needed	Tom Finnegan-Smith / James Mead	Referral to decision maker	TBC	TBC	Strategy and Resources
Car Brook, Capital maintenance, Business cases (SCC & Env Agency)	Env Agency & SCC business cases for partnership funding to be submitted	Tom Finnegan-Smith / James Mead	Referral to decision maker	TBC	TBC	Strategy and Resources
LEVI (EV charging) Pilot bid submission	Report on the submission of a bid to the Local Electric Vehicle Infrastructure (LEVI) Fund for pilot status. Scheme would deliver additional public EV charging infrastructure	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	TBC	TBC
EV Charging Strategy	Report on the development of an EV Charging Strategy	Tom Finnegan-Smith / Matt Reynolds	Decision	All Committee Briefing would be helpful	TBC	This Committee
Kelham Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	Results of public engagement a key part of the report.	This committee

Car Free Developments Parking Policy	Policy to complement the Planning Authority	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	TBC	This Committee
Broadfield Road Submission of FBC to SCC Capital Group	Recommendation on the final scheme for implementation.	Tom Finnegan-Smith / Matt Reynolds	Referral to decision maker	TBC	TBC	Strategy and Resources Committee
Glover Road and Staveley Road – Proposed Cycle Route and pedestrian crossing enhancements	Recommendation on final scheme for implementation.	Tom Finnegan-Smith / Matt Reynolds	Decision	NA	Report will set out the detail of the consultation and responses received	This Committee

Meeting 3	16 th November 2022	Time				
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) 	(re: decisions) Prior member engagement/ development required (with reference to options in Appendix 1)	(re: decisions) Public Participation/ Engagement approach (with reference to toolkit in Appendix 2)	Final decision-maker (& date) <ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer
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				

UDV Phase 2 Flood Defence project OBC	On SYMCA Priority Flood Programme. Submission of OBC to Environment Agency for Flood Risk Grant scheduled for autumn 2022. Kelham to Neepsend flood defence works.	Tom Finnegan-Smith / James Mead				
Sheaf Valley Masterplan	Update on the Sheaf Valley Masterplan	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Heart of the City	Update on progress of Heart of the City	Tammy Whitaker/Neil Jones	Post decision	TBC	TBC	TBC
Levelling Up Fund	Update on LUF 1 and 2	Tammy Whitaker/Alan Seasman	Post decision	TBC	TBC	TBC
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 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>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

Item 2						
Standing items	<ul style="list-style-type: none"> Public Questions/ Petitions Work Programme [any other committee-specific standing items eg finance or service monitoring] 					

Meeting 5	8 th Feb 2023	Time				
Topic	Description	Lead Officer/s	Type of item	(re: decisions) Prior member engagement/ development required <i>(with reference to options in Appendix 1)</i>	(re: decisions) Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	Final decision-maker (& date)
Item 1			<ul style="list-style-type: none"> Decision Referral to decision-maker Pre-decision (policy development) Post-decision (service performance/monitoring) 			<ul style="list-style-type: none"> This Cttee Another Cttee (eg S&R) Full Council Officer
Item 2						
Standing items	<ul style="list-style-type: none"> Public Questions/ Petitions Work Programme [any other committee-specific standing items eg finance or service monitoring] 					

Meeting 6	16 th March 2023	Time				
Topic	Description	Lead Officer/s	Type of item	(re: decisions)	(re: decisions)	Final decision-maker (& date)
			<ul style="list-style-type: none"> Decision 			

			<ul style="list-style-type: none"> • <i>Referral to decision-maker</i> • <i>Pre-decision (policy development)</i> • <i>Post-decision (service performance/monitoring)</i> 	Prior member engagement/development required <i>(with reference to options in Appendix 1)</i>	Public Participation/Engagement approach <i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> • This Cttee • Another Cttee (eg S&R) • Full Council • Officer
Item 1						
Item 2						
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> 					



Report to Policy Committee

Author/Lead Officer of Report: Ryan Keyworth,
Director of Finance and Commercial Services

Tel: +44 114 474 1438

Report of: *Ryan Keyworth*
Report to: *Transport, Regeneration & Climate Committee*
Date of Decision: *15 June 2022*
Subject: *Month 1 Monitoring, Financial Position and Budget Timetable*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes		No	X	
Has appropriate consultation taken place?	Yes		No	X	
Has a Climate Impact Assessment (CIA) been undertaken?	Yes		No	X	
Does the report contain confidential or exempt information?	Yes		No	X	

Purpose of Report:

This report brings the Committee up to date with the Council's financial position as at Month 1 2022/23. The report also reports the proposed budget timetable for the development of the 2023/24 budget.

Recommendations:

The Committee is recommended to:

1. Note the Council's challenging financial position and the Month 1 position.
2. Note the budget timetable set out in this report including the requirement for the Committee to plan to develop budget proposals over the course of the summer
3. Note that the Strategy and Resources Committee was recommended at its 31 May 2022 meeting to "require any Policy Committee that is forecasting an overspend on their budget to develop an action plan to address the overspend in-year and ask the Finance Sub-Committee to monitor both the development of any required action plans and delivery against them"
4. Commission work from Officers to develop and implement plans to mitigate overspends and deliver stalled savings plans to bring forecast outturn back in line with budget

Background Papers:

[2022/23 Revenue Budget](#)

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>Ryan Keyworth, Director of Finance and Commercial Services</i>
		Legal: <i>David Hollis, Assistant Director, Legal and Governance</i>
		Equalities & Consultation: <i>James Henderson, Director of Policy, Performance and Communications</i>
		Climate: n/a
<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>Ryan Keyworth</i>
3	Committee Chair consulted:	
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>Ryan Keyworth</i>	Job Title: <i>Director of Finance and Commercial Services</i>
	Date: <i>26 May 2022</i>	

1. PROPOSAL

1.1 Context

1.1.1 The Council is facing a challenging financial position. It is critical that all Committees stay within the budgets that have been allocated to them by Full Council

1.1.2 A specific recommendation to Council in the [March 2022 budget report](#) supports this:

“d) To note that, if overspends against the agreed budgets emerge, then Executive Directors and Directors will be required to develop and implement plans to mitigate fully any overspend, within 2022/23, in consultation with elected Members;”

1.1.3 This recommendation was further reinforced by an [amendment](#) to the [report establishing the new Committee](#) system approved at Council on 23 March proposed by Cllr Cate McDonald (Executive Member for Finance and Resources), seconded by Cllr Sioned-Mair Richards (Chair of Audit and Standards Committee).

“49. It is the responsibility of each Committee to work within the budget framework agreed by Council. This includes taking timely action to address any overspend within the services for which the Committee is responsible.”

1.2 Background – 2021/22 Out-turn and 2022/23 Budget

1.2.1 The Council finished the 2021/22 financial year with a £20m overspend – helped by one-off income from the NHS.

£m	FY Outturn	FY Budget	FY Variance
People	286.7	264.3	22.4
Place	131.2	135.1	(3.8)
PPC	3.1	3.4	(0.4)
Resources	10.5	8.8	1.7
Corporate	(411.7)	(411.6)	(0.1)
Total	19.8	0.0	19.8

1.2.2 Balancing the 2022/23 Budget required significant savings and a use of reserves. On 2 March 2022, Council approved the 2022/23 budget. That budget required almost £53m of savings proposal and the use of £15m of the Council's one-off reserves to balance it.

£m 22/23	Approved Savings
People	37.7
Place	7.1
PPC	1.2
Resources	6.7
Total	52.7

The Council has also earmarked £25m of reserves to manage the delivery (ie can the saving be realised) and timing risks (ie when can the full saving be delivered) associated with the £52.7m savings.

1.2.3 The Council allocated a total of £70m Reserves to support the Budget from 2021/22

These one-off reserves have been used, or are earmarked as follows:

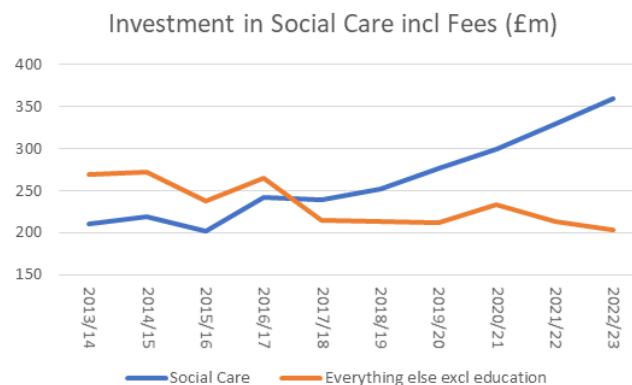
Reserves Usage	£m
2021/22 Overspend	20
2022/23 Budget Balancing	15
2022/23 Current Overspend	19
<i>Unallocated</i>	<i>16</i>
Total	70

1.2.4 The 2022/23 budget, consistent with the Council’s long-term priority, protected investment in key front-line services and in particular social care.

The table below shows how budgets changed from 2021/22 to 2022/23. Effectively, the 2021/22 overspend in People as shown above has been built into the 2022/23 budget. There have been some reallocations between portfolios (eg Libraries) but the message is unaltered:

£m Budget Comparison	2021/22	2022/23	Change
City Futures		43.8	
Operational Services		112.3	
Sub-Total	135.1	156.1	21.0
People	264.3	291.9	27.7
Policy, Performance And Comms	3.4	2.8	(0.6)
Resources	8.8	6.6	(2.2)
Corporate (Incl Use Of Reserves)	(411.6)	(457.4)	
Total	0.0	(0.0)	45.8

1.2.5 Over the longer term and including fee income, this chart shows how the Council has continued to invest in Social Care services with increases of 6% per year for last 10 years and 8% per year for the last 5 years.



1.2.6 The use of reserves can only be one-off. A series of Reviews were commissioned as part of the 2022/23 budget that are designed to save money over the longer term whilst protecting vital services:

Early Intervention & Prevention including Financial Support	Review and consolidation of the Council's early intervention and prevention services including services provided by Children and Families, Housing, Communities, Adult Health and Social Care. Review of the Council's approach to providing financial support / hardships support including the funding and administration of schemes. Including Council Tax support / hardship, s17 payments, No Recourse to Public Funds, Local Assistance Scheme etc
Libraries	Review the Council's Libraries offer, including the remaining 11 Council-run libraries to determine whether any more should become volunteer run libraries.
Accommodation	<ol style="list-style-type: none"> 1. City Centre e.g Moorfoot, Howden, Town Hall 2. Locality buildings 3. Depots / operational type bases 4. Community buildings, including all parks/libraries 5. Service tenancies 6. Commercial Estate and leased out
Apprenticeships	Review to explore further opportunities to grow our apprenticeship cohort, saving money and providing opportunities at the same time.
Customer Service	<ol style="list-style-type: none"> 1. Communication 2. Access to Services 3. Quality and Timeliness 4. Digital and Self-Service

1.3 Council Portfolio Month 1 2022/23

1.3.1 The Council is forecasting an £18.7m overspend against the 2022/23 budget

Full Year £m	Outturn	Budget	Variance
Corporate	(457.0)	(457.1)	0.1
City Futures	44.6	43.8	0.8
Operational Services	111.9	112.0	(0.1)
People	308.2	291.9	16.3
Policy, Performance Comms	2.9	2.8	0.1
Resources	8.1	6.6	1.5
Total	18.7	0.0	18.7

1.3.2 This overspend is due to a combination of agreed Budget Implementation Plans ("BIPs") not being fully implemented and ongoing cost / demand pressures that are partially offset by one-off saving.

Full Year £m	One-off	BIPs	Trend Variance	
Corporate	-	-	0.1	0.1
City Futures	-	-	0.8	0.8
Operational Services	(3.2)	1.3	1.8	(0.1)
People	(1.2)	15.4	2.1	16.3
Policy, Performance Comms	-	0.1	-	0.1
Resources	-	1.4	0.1	1.5
Total	(4.4)	18.2	4.9	18.7

1.4 Committee Financial Position

1.4.1 Overall Position

The Council is forecasting a £18.7m overspend at Month 1

Within this, there is a £11.6m overspend in Adult Health and Social Care Committee and a £4.7m overspend in Education, Children and Families	Full Year Forecast £m @ Month 1	Outturn	Budget	Variance
Adult Health & Social Care		162.1	150.5	11.6
Education, Children & Families		133.9	129.2	4.7
Housing		8.8	8.8	-
Transport, Regeneration & Climate		41.6	39.9	1.7
Economic Development & Skills		5.8	5.8	-
Waste & Street Scene		53.7	54.2	(0.5)
Communities Parks and Leisure		39.3	39.8	(0.5)
Strategy & Resources		(426.5)	(428.2)	1.7
Total		18.7	0.0	18.7

The majority of the overspend is attributable to forecast shortfall in Business Improvement Plans (BIPs) delivery	Variance Analysis £m @ Month 1	One-off	BIPs	Trend
Adult Health & Social Care		-	9.2	2.4
Education, Children & Families		-	6.3	(1.6)
Housing		-	-	-
Transport, Regeneration & Climate		(0.1)	1.2	0.6
Economic Development & Skills		-	-	-
Waste & Street Scene		(3.0)	-	2.5
Communities Parks and Leisure		(1.4)	-	0.9
Strategy & Resources		-	1.5	0.2
Total		(4.5)	18.2	5.0

£4.5m of one-off savings are mitigating part of the ongoing overspend

Contributions from provisions for energy and waste inflation mitigate the in-year impact of rising baseline costs. These are one-off contributions that will not help our position in 23/23 as the trend continues.

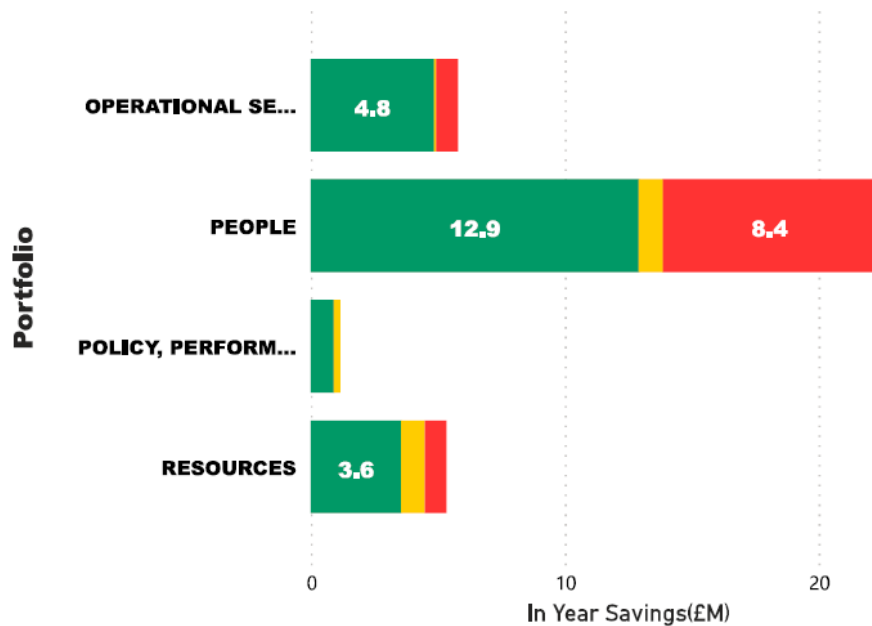
Balancing the 22/23 budget was only possible with £53m of BIPs, £34m are reported as deliverable in year	£m Portfolio	Total Savings 22/23	Deliverable in year	FY Variance
	People	37.7	22.3	15.4
	Operational Services	7.1	5.8	1.3
	PPC	1.2	1.1	0.1
	Resources	6.7	5.3	1.4
	Total	52.7	34.5	18.2

Focus has to be on delivering BIPs in 22/23 and preventing the budget gap from getting any wider

Of the £34m BIPs forecast as being deliverable, £10m are rated Red, which indicates high risk of increased overspending.

£34M Deliverable

Financial RAG ● Green ● Amber ● Red



Adult Health and Social Care are forecast to overspend by £11.6m

The high cost of packages of care put in place during covid has increased our baseline costs into 22/23. Work is underway as part of an investment plan with additional resource to tackle the underlying issues although recruitment issues are impacting our ability to deliver the required savings.

Education, Children and Families are forecast to overspend by £4.7m

Forecast under-delivery of budget implementation plans in the service are the main cause of overspends; plans to reduce staffing and increase income from Health are looking unlikely and the residential children's home strategy requires further work on capital business cases in order to progress. The service needs to provide mitigations to bring overspends back in line with budgets.

1.4.2 Transport, Regeneration & Climate Committee - overspend of £1.7m at Month 1

The Transport, Regeneration & Climate Committee is forecast to overspend by £1.7m	Full Year Forecast £m @ Month 1	Outturn	Budget	Variance
	Direct Services (<i>Carbon Reduction; Transport</i>)	1.2	1.2	-
	Parks, Leisure & Libraries (<i>Director of Culture and Environment; Strategy and Change</i>)	0.1	0.3	(0.2)
	Streetscene & Regulation (<i>City Centre Management; Clean Air Zone; Environmental Regulations; Events; Parking Services</i>)	0.3	(0.8)	1.1
	Inclusive Growth & Development (<i>Capital Delivery; Director of Inclusive Growth; Property and Regeneration</i>)	(3.0)	(3.3)	0.3
	Economy, Culture & Skills (<i>Culture, Tourism and Events</i>)	1.6	1.5	0.1
	Planning, Investment & Sustainability (<i>Planning Services; ITA Levy; Transport and Infrastructure</i>)	41.4	41.0	0.4
	Total	41.6	39.8	1.7
The delayed implementation date of the Clean Air Zone has caused slippage of £1.2m to Budget Implementation Plans	Variance Analysis £m @ Month 1	One-off	BIPs	Trend
	Direct Services	-	-	-
	Parks, Leisure & Libraries	-	-	(0.2)
	Streetscene & Regulation	(0.1)	1.2	-
	Inclusive Growth & Devt	-	-	0.3
	Economy, Culture & Skills	-	-	0.1
	Planning, Investment & Sustain	-	-	0.4
	Total	(0.1)	1.2	0.6
£0.7m forecast losses in income contribute to the overspend	There is a projected shortfall in rental income at Electric Works (£0.4m) following loss / downsize of 2 key tenants coupled with a shortfall on forecast planning fee income (£0.3m) also contribute to the overspend.			
Income from Clean Air Zone charges remains uncertain	The income forecast from the introduction of the charging Clean Air Zone remains uncertain given potential slippage in the programme following continued dialogue with central government. This income risk is a further £800k in 22/23.			

1.5 Outlook for 2023/24 and Beyond

1.5.1 We do not expect to receive additional core funding – the trend in government is to support specific initiatives rather than general funding uplifts. In any case, the Local Government finance settlement is normally issued just before Christmas – far too late to support a budget process.

The best we can hope for is that the government will recognise and provide funding to cover the current high rates of inflation, although there are no indications from government on this and we would not expect to get any confirmation until the Autumn Statement at the earliest.

1.5.2 We are working on the Medium Term Financial Analysis which will provide our best estimate of the Council's overall financial position for the next few years. We normally produce this over the summer for publication in the early Autumn, but this year, we are bringing it forward to July because of the Council's difficult financial position.

1.5.3 There is likely to be a significant budget gap to bridge for 2023/24

Possible 2023/24 Budget Gap	£m
Use of Reserves in 2022/23 Budget	15
Current 2022/23 Forecast Overspend	19
One-offs being used in 2022/23	4
Ball-park inflationary / demand pressures	?45?
Expected Grant / Council Tax Increase	(15)
Potential Budget Gap	68

1.6 2023/24 Budget Timetable

1.6.1 The high-level timetable for the 2023/24 budget has been structured around the Committee timetable. This timetable will require significant work from Policy Committees over the summer and will mean that budget proposals from Committees will be reported during September.

Throughout June 2022	Budget Monitoring and timetable Reports to Policy Committees at Month 1 2022/23.
5 July 2022	Medium Term Financial Analysis to Strategy and Resources Committee . Strategy and Resources Committee sets Policy Committee budget targets.
July – September 2022	Policy Committees develop Revenue and Capital budget proposals to address any cost or demand pressures within the budget allocated by Strategy and Resources Committee.
Throughout September 2022	Policy Committee meetings to formally set out how they are going to deliver their budget – reporting the results of the work done over the summer.
12 October 2022	Consolidated budget report based on individual Policy Committee work to Strategy and Resources Committee .

Throughout November 2022	Policy Committee meetings formally to sign-off budgets after any changes from Strategy and Resources Committee in October
5 December 2022	Overall budget formally signed off by Strategy and Resources including the Housing Revenue Account Rent setting report as part of the Housing Policy Committee's budget.
24 January 2023	Budget report formally approved by Strategy and Resources with recommendations to Full Council
1st February 2023	Housing Revenue Account budget approved at Full Council , together with the Rent Setting decision
1st March 2023	2023/24 Revenue and Capital Budgets to Full Council

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The recommendations in this report will ensure that the Council has a robust budget process for 2023/24 and will ensure that each Policy Committee undertakes any work required to both balance their 2022/23 budget and prepare for the 2023/24 budget.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 There has been no consultation on this report, however, it is anticipated that the budget process itself will involve significant consultation as the Policy Committees develop their budget proposals

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1.1 There are no direct equality implications arising from this report. It is expected that individual Committees will use equality impact analyses as a basis for the development of their budget proposals in due course.

4.2 Financial and Commercial Implications

- 4.2.1 There are no direct financial implications from this report.

4.3 Legal Implications

- 4.3.1 Under section 25 of the Local Government Act 2003, the Chief Finance Officer of an authority is required to report on the following matters:
- the robustness of the estimates made for the purposes of determining its budget requirement for the forthcoming year; and
 - the adequacy of the proposed financial reserves.
- 4.3.2 There is also a requirement for the authority to have regard to the report of the Chief Finance Officer when making decisions on its budget requirement and level of financial reserves.
- 4.3.3 By the law the Council must set and deliver a balanced budget, which is a financial plan based on sound assumptions which shows how income will equal spend over the short- and medium-term. This can take into account deliverable cost savings and/or local income growth strategies

as well as useable reserves. However, a budget will not be balanced where it reduces reserves to unacceptably low levels and regard must be had to any report of the Chief Finance Officer on the required level of reserves under section 25 of the Local Government Act 2003, which sets obligations of adequacy on controlled reserves.

4.4 Climate Implications

4.4.1 There are no direct equality implications arising from this report. It is expected that individual Committees will consider climate implications as they develop their budget proposals in due course.

4.4 Other Implications

4.4.1 No direct implication

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 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 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 June 2022*
Subject: *Local Transport Plan Programme*

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 outlines the proposed Local Transport Plan capital programme covering the current financial year and seeks approval to proceed with development and implementation of the proposals subject to the necessary capital programme and traffic/route management approvals being obtained.

Recommendations:

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

- i. Approves the proposed 2022/23 Local Transport Plan capital programme and the indicative allocation as attached in Appendix A to this report, noting that the 2022/23 programme includes items already approved as part of the 2021/22 Local Transport Plan capital programme that will continue to be delivered this financial year;
- ii. To the extent that reserved commissioning decisions are required in order to progress these schemes to completion, delegates authority to make those decisions to the Head of Strategic Transport, Sustainability and Infrastructure.

Background Papers:

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>Sarah Bennett</i>
	Equalities & Consultation: <i>Annemarie Johnston</i>
	Climate: <i>Kathryn Warrington</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>Matt Reynolds</i>
	Job Title: <i>Transport Planning and Infrastructure Manager</i>
	Date: <i>25th May 2022</i>

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 Sheffield City Region Transport Strategy and its delivery plans. There is also a need to address local needs, as outlined in the Sheffield Transport Strategy and the emerging Local Plan, with schemes also identified through Member and public requests and assessed via the existing prioritisation processes.

Programme Development

- 1.2. The past couple of years have been exceptional. Changing behaviours resulting from the pandemic have materialised, and this has placed new and additional challenges on the transport network. This has had impacts on all elements of the transport industry, subsequently affecting supply chains and resourcing. On a practical level, limited access to materials has resulted in cost increases and programme slippages have been observed.
- 1.3. The duration of the impact is unknown, and there remains some uncertainty as to the long-term effects of this on the civil engineering profession. However, Sheffield City Council have continued to progress the Transport Capital Programme and through engagement with the construction industry, we have shown an ability to deliver schemes despite the challenging circumstances.
- 1.4. In addition, as part of the pandemic national response, expected funding opportunities from central Government were reallocated. Whilst this impacted some long-term infrastructure funding sources, it also brought forward new opportunities for funding. Sheffield has demonstrated adaptability in the changing circumstances to secure funding for transport schemes across the county, predominantly focused on the provision of Active Travel schemes.
- 1.5. Government policy has also evolved in the past 12 months, whilst still supporting housing delivery and economic growth there is a strong focus being put on addressing decarbonisation and the climate emergency. In particular, there has been a drive to raise the ambition for increasing active travel and bus usage in the interests of health, the environment and the economy. New national strategies, Bus Back Better, Gear Change and the Transport Decarbonisation Plan, provide clear guidance as to how transport systems should be evolving across the country. In order to access Government funding going forwards, authorities are expected to demonstrate how they are complying with the latest strategies.

- 1.6. The proposed Transport Capital Programme is detailed in Appendix A. It includes items already approved as part of the 2021/22 Local Transport Plan capital programme that will continue to be delivered this financial year alongside new items for 2022/23 identified in consultation with the Executive Member for Climate Change, Environment and Transport.
- 1.7. The Programme includes a range of schemes across the City covering specific policy objectives and transport modes. During its development, consideration has been given to its achievement of local, regional and national policy, cost, deliverability and value for money.

Composition of the Programme - Local and Neighbourhood Transport Complimentary Programme

- 1.8. The Local and Neighbourhood Transport Complimentary Programme (LaNTP - formally known as the Local Transport Plan Integrated Transport Block) is funded as part of the City Region Sustainable Transport Settlement (CRSTS) and is administered through the Sheffield City Region Mayoral Combined Authority (SYMCA). The 2022/23 allocation for Sheffield City Council is £3.45m. There is a committed programme from 2021/22 of £2.35 for delivery in 2022/23, amounting to a programme value of £5.8m – of which £1.2m is currently expected to be spent in 2023/24.

Composition of the Programme - Road Safety Fund

- 1.9. Through recent consultations, it is clear that local communities value the impact of transport improvements from both a movement and safety perspective. In addition, these consultations recognised the environmental, health and aesthetical opportunities as transport investment delivers wider improvements. This has been reinforced by the Community Plans that have emerged from each of the Local Area Committees.
- 1.10. This places the funding allocation for road safety improvements within a strong policy position given the wider links to other Council objectives. In addition to this, 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 Road Safety Fund aims to reverse that trend.
- 1.11. This funding has been outlined to provide locally defined schemes of smaller magnitude. The types of schemes are expected to be, but not limited to, and all subject to design standards and available funds;
 - 20 mph zones
 - Accessibility Improvements
 - Advisory School 20mph
 - Speed Indicator Displays

- Investigation Works

1.12. The investment in local transport schemes will ultimately help to address the ambitions of Members and deliver against the requests of the Sheffield public, without reliance on external funding opportunities or incorporating these improvements into wider investment projects. The primary objectives of the fund are detailed below:

- A fund that can respond to requests by the general public
- Focus on the smaller scale interventions which would not meet the criteria for funding through any other sources
- A discretionary fund which is available for delivery of these 'everyday' actions required to manage the efficient operation of the transport network
- Enable a greater level of responsiveness to customer requests.
- Support access to local community facilities
- Promote active travel, health and well-being, air quality and road safety
- Address access barriers in local areas to promote social inclusion and equality.
- Deliverability and affordability of stand-alone schemes within the programme

1.13. The expected benefits from this fund are centred primarily on the community, with improved transport connectivity increasing mobility and accessibility, creating a greater sense of safety, enhancing the environmental amenity and improving health by supporting more active travel movements. In addition, there would be fewer road traffic collisions through design and modest associated mode shift.

Composition of the Programme – External Funding and Aligned Programmes

1.14. The City Council has been able to demonstrate a strong track record of securing competitive external funding from a range of different opportunities. It is therefore anticipated that a number of external funding sources could potentially be secured during the year. This would allow the expected spend outlined in Appendix A to be reallocated to an enhanced or new project and managed through the delegation of the programme.

1.15. It should also be noted that the LaNTP and Road Safety Fund provide a degree of match funding for externally funded projects as they contribute to the larger programmes of investment on a strategic level. Combined, these total over £100m and include the current Transforming Cities Fund schemes (Connecting Sheffield), Active Travel Fund 2 and 3, Get Britain Building Fund, the Major Road Network Fund (Shalesmoor Gateway) and the emerging City Region Sustainable Transport Fund (CRSTS).

- 1.16. The progression and development of major programmes, like the CRSTS, will be brought back to the Committee in accordance with this Committee's workplan. Briefings will also be provided where relevant through consultation with the Chair.

Delivery

- 1.17. If approved by the Committee, the schemes within the Programme will progress through the Capital Gateway Approval process. Individual schemes will be subject to business case procedure and updated costs and delivery timescales will be considered by the Capital Gateway Process (Transport Programme Group and the Capital Programme Group) with capital programme approvals ultimately being sought from the Strategy and Resources Committee. This will ensure financial controls are in place and scope of the projects is managed on a regular basis.
- 1.18. To facilitate efficient delivery of schemes approved by the Committee, a delegation is sought to allow any reserved commissioning decisions that may be required as part of developing these schemes to implementation stage to be made by the Head of Strategic Transport, Sustainability and Infrastructure.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1. The Council and the South Yorkshire Mayoral Combined Authority have continued to promote schemes of this nature given the wider economic, societal and environmental benefit 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 for the scheme include;
 - Improve road safety and well being
 - Provision of additional accessibility improvements to encourage safer connectivity.
 - Be 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).
 - Integrate with other portfolio objectives.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1. The Road Safety Fund has undergone consultation with Members through the development of the Local Area Committee discussions.
- 3.2. The LaNTP has been developed in consultation with the previous Executive Member for Climate Change, Environment and Transport.
- 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 will 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 as listed in 6.2. The objective to provide a transport system that is ultimately increasing the level of mobility and accessibility whilst improving health by supporting 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 greater level of 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. The LaNTP grant budget of £3.45m for 2022/23 has been allocated by South Yorkshire Mayoral Combined Authority. The allocations total £5.80m, which includes a committed carry forward of £2.35m for 2022/23. However, historically a number of schemes tend to slip during the year, therefore there is currently a forecasted £1.20m to be spent in 2023/24.
- 4.5. In addition, a number of external funding sources could potentially be secured during the year. This would relieve the LaNTP or Road Safety Fund allocations for the projects, allowing the expected spend to be reallocated to an enhanced or new project.
- 4.6. Spend will be monitored throughout the year and if an overspend were to materialise, this would be managed through the subsequent LaNTP year allocations or reimbursed from other schemes across the programme.

- 4.7. 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.
- 4.8. It is anticipated that additional external funding may need to be incorporated into the programme later in the financial year, subject to determination of external funding bids.
- 4.9. It should be noted that the figures quoted in Appendix A of this paper are inclusive of commuted sums payable as a result of the changes to the Highways

Legal Implications

- 4.10. The Council has a number of traffic/route management powers and duties, for all highway users including pedestrians, including those under the Traffic Management Act 2004 and the Road Traffic Regulation Act 1984, that enable it to implement the projects/schemes set out in the Local Transport Plan capital programme. Specific legal considerations for each project/scheme will be set out for the relevant decision maker in reports on individual schemes.
- 4.11. The outputs of this programme will be prepared to ensure that the relevant requirements of the statutory planning process are met.
- 4.12. Engagement of key stakeholders, residents and members of the public is an obligation of the local authority during the planning and delivery of any process that alters 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. That route will, of course, be subsequently subject to the normal, formal consultation process.

Climate Implications

- 4.13. Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and supporting local policy. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport and encouraging modal shift for short journeys by providing a high-quality active travel network.

Other Implications

- 4.14. There are no direct Human Resource implications for the Council.
- 4.15. There are no direct Property related implications for the Council as all work is proposed within the adopted highway.

- 4.16. Each project will develop its own risk register during the feasibility and design process and will be produced in the initial stages of the project development. This will be reviewed and updated through the current stage of works and internal approval process. Capital cost risks are currently addressed through the inclusion of the programme in the Transport Programme Group governance structure.
- 4.17. 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.
- 4.18. 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. Issues associated with congestion, noise and severance are specifically being mitigated through the programme.

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 Road Safety Fund programmes will be not introduced the opportunity for economic, environmental and societal benefits will be missed.
- 5.2. It would also be possible to consider different schemes as part of the programme. However, it is felt that the proposed programme achieves the greatest balance of economic, environmental and societal benefits to the communities and businesses in Sheffield.

6. REASONS FOR RECOMMENDATIONS

- 6.1. For the reasons outlined previously, the investment in local transport schemes will ultimately help to address the ambitions of Members and deliver against the requests of the Sheffield public, without reliance on external funding opportunities or incorporating these improvements into wider major investment projects. The primary objectives of the fund are detailed below:
- 6.2. The expected benefits from this fund are centred primarily on the community, with improved transport connectivity increasing mobility and accessibility, creating a greater sense of safety, enhancing the environmental amenity and improving health by supporting more active travel movements. In addition, there would be fewer road traffic collisions through design and modest associated mode shift.

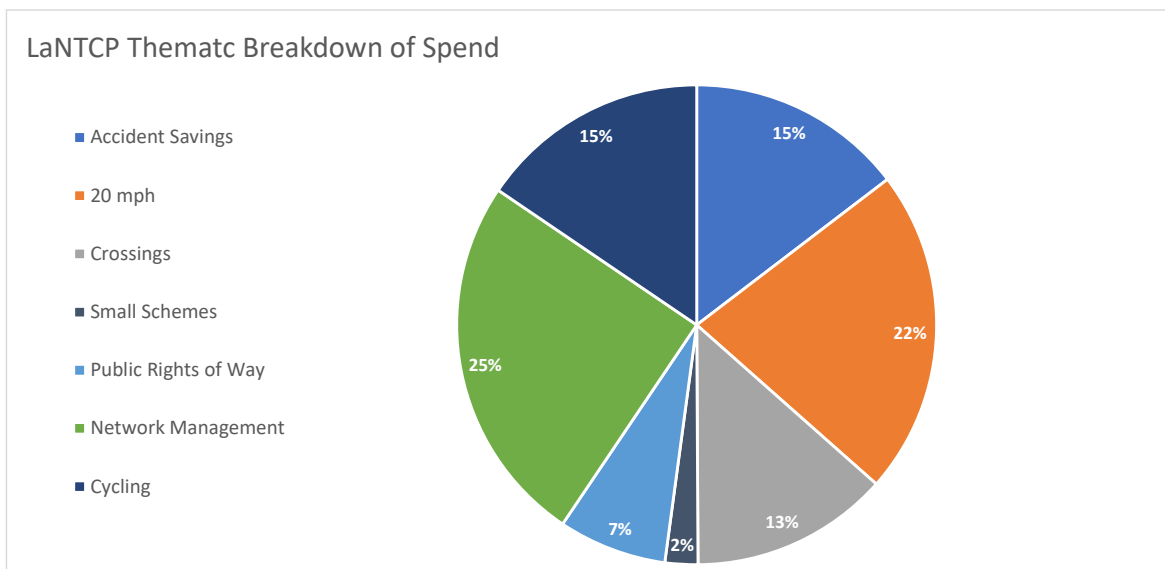
- 6.3. The proposed transport capital programme balances the availability of funding sources with local and national policy to give a clear focus for the 2022/23 financial year. The proposed programme is extensive and ambitious which comes with its own challenges. The programme takes advantage of utilising external funding sources where possible to deliver impactful change to the transport system, considering environmental, economic and societal needs.

Road Safety Fund Programme

Primary Funding Source	Scheme	Status	Outline Allocation
RSF	20mph Deerlands	Concept	£140,000
RSF	20mph Waterthorpe	Concept	£140,000
RSF	20mph Highfield	Included in other project	£0
RSF	20mph Jordanthorpe	Concept	£140,000
RSF	20mph Burncross	Concept	£140,000
RSF	20mph Norton	Concept	£140,000
RSF	20mph Carter Knowle	Concept	£140,000
RSF	20mph Westfield	Concept	£140,000
RSF	20mph Herdings	Concept	£140,000
RSF	20mph High Green	Concept	£140,000
RSF	20mph Fulwood	Concept	£140,000
	20mph Total		£1,400,000
RSF	Station Road Halfway Crossing	Completed	£273,000
RSF	Burton Road Hillsborough Crossing	IBC - approved	£50,000
RSF	Rother Valley Country Park Parking Scheme	IBC - approved	£275,000
RSF	Forge Dam Parking Scheme	Concept	£18,000
RSF	Abbey Lane Accessibility Scheme	IBC - approved	£200,000
RSF	Hangingwater Road Crossing	Concept	£200,000
RSF	Elm Lane Hatfield House Road Sheffield Lane Top Crossing	Concept	£100,000
RSF	Bernard Street Duke Street Hyde Park Crossing	Concept	£100,000
	Crossing and Accessibility Total		£1,216,000
RSF	SIDS 28 units (one per ward)	FBC - approved	£600,000
	SIDS Total		£600,000
RSF	Advisory School 20mph Pilot	Concept	£100,000
	Advisory School 20mph Total		£100,000
RSF	Signs and Lines	Concept	£100,000
	Small Schemes Total		£100,000
	Herries to Hillfoot Investigation	IBC - approved	£84,000
	Herries to Hillfoot Link		£84,000
RSF	Schemes developed based on Survey and Accident Data	Concept	£100,000
RSF	Revenue to support overall programme development	FBC - approved	£400,000
	Investigatory Review Total		£500,000
RSF	RSF Total		£4,000,000

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2022/23 Local and Neighbourhood Transport Complimentary Programme



Accident Savings

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Sheaf Street Ped Crossing (2128)				
Abbeylea / Wolseley Rd Jn (2126)				
Ecclesall / Greystones Rd Jn (2127)				
Oughtibridge Accident Savings (2078)				
Feasibilities - 3 new schemes to be developed for delivery in 22/23				
Bramall Lane Cherry Street				
Western Bank signals (RSA3 outcome)				
Station Road Halfway Crossing	£357,485	£390,000	£100,000	£847,485
School Keep Clear				
Crookes Valley Rd/Harcourt Rd/Oxford St				
Manor Top				
Road safety education equipment				
Danger reduction				
Upper Hannover/Glossop Road				
Cherry Street/Bramall Lane				

20 mph Zones

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Fox Hill				
Hutcliffe Wood East/Woodseats				
Fairleigh 20mph				
Crosspool 20mph				
Handsworth 20mph				
Beighton 20mph				
Manor Park 20mph				
Westfield 20mph	£488,911	£489,393	£291,595	£1,269,699
Herdings 20mph				
Wincobank and Hurlfield 20mph				
Hillsborough 20mph				
Heeley 20				
Sharrowvale				
Citywide 20mph				
RSF underwritten by LTP or new schemes				

Crossings

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Dyche Lane (2133) (near southern junc with Batemoor Road)	£309,437	£65,000	£400,000	£774,437
Beaver Hill Road (2134)				
Clarkehouse Road				
Nether Lane				
Birley Moor Road				
Herries Rd Crossing				
Leighton Rd Crossing				
Carterknowle Crossing				
Bus stop accessibility improvements				
Herries Road (near Parkwood Road North)				
Beighton Road				
Birley Moor Road/Birley Lane				
Manor Lane (near Manor Park Road and Seaton Crescent)				
o/s Meadowhead School on Dyche Lane				

Small Schemes

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Small Schemes Sub Total	£28,387	£100,000	£0	£128,387

Public Rights of Way

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Barkby Rd Steps	£169,262	£72,032	£181,980	£423,274
Overspend on Stannington Field access				
PROW 22-23				
Cut gate bridleway				

Network Management

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
DOUBLE YELLOW LINES	£352,203	£860,000	£240,000	£1,452,203
Map based traffic orders				
Check of existing regs linked to map-based orders + TM Act Part 6				
City centre pavement parking				
Midland station Congestion				
Local Centres Disabled bays				
ITS Network Management 22/23				
Supertram Priority & Renewal				
Hillsborough Tram & Bus Review				
Clarkehouse Rd Parking				
ITS Network Mgt (Coisley Hill/Mosborough Parkway)				
Broomspring (City Centre West Cycle Route)				
Cycle parking programme				
Mini Holland development				
City centre coach parking				
District and local centre accessibility packages				
Signing Strategies				
Tram stop accessibility and connectivity packages				
City centre changes (ZEBRA abd TCF accomodation)				
Shalesmoor Gateway				
Data collection and moitoring (UTC led)				
Active travel neighbourhoods				

Cycling

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
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Cycling - Supporting Infrastructure	£648,321	£250,000	£0	£898,321
Netherthorpe Rd Subway				
Residential Cycle Parking				
Railway Station Cycle Improvements				
City Centre Bike Hub				
Blackburn Valley				
Portobello cycle route				
Broomhall Cycle				
Little Don Link				
Hillsborough all wheels track				
TCF Match Funding				
Wortley Road crossing - final payments				
Parkwood contribution				
Clarkehouse Road				
Covid debtors				
TCF Match Funding				

Anti Idling

Schemes	21/22 carryforward	Delivery in 22/23	Delivery carry forward into 23/24	Totals
Anti idling signs	£0	£10,000	£0	£10,000

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Report to Policy Committee

Author/Lead Officer of Report:

Andrew Marwood Senior Engineer - Strategic Traffic and Infrastructure, City Growth Department
Tel: 0114 2736170

Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *15th June 2022*

Subject: *Double Yellow Lines – Wolseley Road/Staveley Road and Glover Road/London Road*

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? 949				
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:-				

Purpose of Report:

To seek approval for the Wolseley Road / Staveley Road and Glover Road / London Road cycle improvement schemes as shown in Appendix 'A' and 'B' and to seek approval to make the associated Traffic Regulation Orders (TRO's), with recommended amendments as detailed, subject to authorisation of the project through the capital gateway process.

The schemes form part of the Sheaf Valley Active travel route. The report sets out the background to the scheme, consultation comments and officer recommendations.

Recommendations:

- i. That the scheme is approved as shown in Appendix 'A' and Appendix 'B'.
- ii. That the associated Traffic Regulation Orders as shown are made, subject to authorisation of the project through the capital gateway process.

Background Papers:

Appendix 'A' – Wolseley Road / Staveley Road - Concept Design

Appendix 'B' – Glover Road / London Road - Concept Design

Appendix 'C' – Consultation Letters

Appendix 'D' – Consultation Responses and Officer 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: Damian Watkinson
		Legal: Richard Cannon
		Equalities: Annemarie Johnston
		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	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: Andrew Marwood	Job Title: Senior Engineer - Strategic Traffic and Infrastructure, City Growth Department
	Date: 25 th May 2022	

1. PROPOSAL

- 1.1 The proposals at Wolseley Road / Staveley Road and Glover Road / London Road form part of the overall proposed improvements to the 'Sheaf Valley Cycle Corridor' which was consulted on in July / August 2021. Changes to this corridor are being developed based on the potential for people to use the route and the opportunities the route offers to access employment, training and education.
- 1.2 The proposals for the 'Sheaf Valley active travel route' will connect into existing cycle infrastructure around Pond Hill, improving links to Sheffield Midland Train Station and Sheffield Hallam University's City Centre campus. It will also connect to the cycle routes incorporated in the Grey 2 Green project running between Victoria Quays and West Bar and subsequently on to the proposed cycle routes to Attercliffe and Darnall and also Kelham and Neepsend. These schemes have also been recently consulted on as part of 'Connecting Sheffield'.
- 1.3 Developing an improved and safer cycle route along this corridor would assist people who currently cycle, encourage increased take up of cycling, and potentially lead to fewer car journeys, helping to reduce congestion and improve air quality.
- 1.4 The proposals shown as a concept design in Appendix 'A' and 'B' include:
 - Improving the access for cyclists to and from the vehicular closure on Glover Road and wider cycle facilities on London Road. The design and layout of the new planters allows cyclists to navigate a way through the closure point without dismounting on either approach, even if some parts are blocked by vehicles parking illegally.
 - Improving the environment at the closure point, removing the existing bollards (which are regularly removed) and replacing them with three permanent planters.
 - Providing a signalised junction at Wolseley Road / Staveley Road which will prioritise cycling movements to / from and along Staveley Road. The signals will work based on detecting approaching cyclists and prioritising this movement over vehicles on Wolseley Road. This strategy will be monitored over time.
 - The junction of Staveley Road and Wolseley Road will also incorporate a buildout which will reduce the distance for crossing pedestrians and improve visibility past any parked vehicles.

We need to make sure our transport networks are planned in unison – both separated, to ensure each mode does not unduly impede others and integrated, so people may use a variety of modes, to suit the nature of their journey. Although the two schemes form part of the overall planned

Sheaf Valley Corridor, the funding and development of the proposals form a commitment to improve the immediate adjacent cycle route through the Broadfield Road / London Road scheme which is proposed to be constructed in 2022/23. The strategic plan is therefore to create a high-quality bus route on Chesterfield Road / London Road while also improving the adjacent parallel, well used, direct and largely low traffic cycle route. The two routes contribute to the aims and objectives set out in the overall 'Transport Strategy' adopted by Cabinet in March 2019.

1.5 Some of the road layout changes that the two schemes propose can only be introduced following the making of a Traffic Regulation Order (TRO), The key elements of the TRO are:

- A proposed 'No Waiting, No Loading at Any Time' restriction on parts of Wolseley Road and Staveley Road to provide clear visibility to the new traffic signals and improve visibility for crossing pedestrians.
- Additional waiting restrictions on the western and eastern approaches to the Glover Road closure.

It is proposed that this TRO be made so as to implement these restrictions.

In addition and following consultation with local residents on the two schemes, scope for further changes to the restrictions has been identified. These are highlighted in Appendix 'A' and 'B'. The plans show that it is possible to accommodate alternative parking to offset space lost around the new closure both on London Road and in the turning head of Glover Road (at times when refuse lorry access is not required).

Rather than make permanent changes to the TRO at this stage, it is proposed that an Experimental Traffic Regulation Order (ETRO) is progressed for these amendments at a future date. The amendments may be made permanent if the restrictions are successful in managing parking and loading in the two locations. The restrictions include;

- 'No Waiting (Friday 6am – 6pm) for parts of the Glover Road turning head to improve access for the refuse vehicle.
- A proposed 'Loading Only' restriction on Staveley Road to serve shops at the Wolseley Road / Staveley Road junction.
- 'No Waiting (Mon-Fri 09:30am-5pm) on a section of London Road to provide further parking opportunities, overnight and on weekends.

1.6 The design team have also been notified that the 'disabled' bay on Glover Road near to the junction with London Road is no longer needed by the original applicant (former citizens advice office, which has now closed). The bay is therefore deemed to be unnecessary and capable of removal. To ensure there is not a wider need for the bay, local frontages will be notified, as part of an update on scheme progress that the Council (should

no objections be received) will look to remove the bay to provide another general unrestricted potential parking space.

1.7 The main objectives of the two schemes are;

- Contribute to providing cyclists with direct, safe, and convenient facilities to and from the city centre.
- Improve crossing facilities for cyclists and pedestrians across Wolseley Road.
- Remove parking on corners / footways and blocking cycle facilities.
- Improve access for refuse vehicles in and around Glover Road.
- Meet our commitment to improve the immediate adjacent cycle route to the Broadfield Road / London Road scheme.

2. How Does this Decision Contribute?

2.1 The project will contribute directly through its interventions to the overall strategic vision and objectives of Sheffield City Council and the Sheffield City Region.

2.2 The scheme supports the key actions set out in the City's Transport Strategy, adopted by Cabinet in March 2019.

3. Has there been any consultation?

3.1 In November 2020, two 'Concept Design' drawings were finalised, illustrating the key elements of the two schemes for consultation. The schemes were developed following engagement with the Cabinet Member for Infrastructure and Transport, Council Officers and Cycle Sheffield representatives, held in early 2020.

The consultation with frontages on parts of Wolseley Road, Staveley Road, Glover Road and London Road took place during December 2020 / January 2021 (see letter to frontages in Appendix 'C'). Several responses were received (a summary of which can be seen in Appendix 'D' together with officer recommendations).

3.3 As some of the road layout changes can only be introduced following the making of a Traffic Regulation Order (TRO), both the public/stakeholder and TRO consultations ran concurrently. Letters were posted to occupiers of the area within a boundary relevant to each proposal. In total 19 letters together with a plan were delivered to frontages on Glover Road / London Road and 69 frontages on Wolseley Road / Staveley Road.

3.4 A press release was issued to local newspapers and statutory consultees for the TRO were notified of the proposals in January 2021

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

The Sheaf Valley Active travel route equality impact assessment concluded that overall there are no significantly differential, positive or negative, equality impacts from this proposal.

The scheme is anticipated to be positive for most people due to:

- Improved safety and accessibility
- Improved health benefits from modal shift away from private vehicle (including air quality and active travel).

All of the temporary measures required in order to construct the scheme will consider access requirements such as having appropriate ramps where there is a difference in footway level etc.

4.2 Financial and Commercial Implications

The total cost of implementing the two schemes, including the commuted sum payments for ongoing maintenance costs, is to be funded from a £250,000 allocation from the £3.455m approved capital grant for the Broadfield scheme. The Broadfield Road scheme is being funded primarily through the National Productivity Infrastructure Fund (NPIF) and will be designed and implemented through our delivery partner, Amey.

The current expectation is that the project should start on site in Autumn 2022.

4.3 Legal Implications

The Council has powers under Part V of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report, said works do not require planning permission where they are being carried out for the maintenance or improvement of the roads concerned, so long as they do not have a significant adverse effect on the environment.

The Council has the power to make Traffic Regulation Orders (TRO) under section 1 of 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). The proposals detailed in this report are considered to align with these reasons.

In exercising the powers under the 1984 Act, the Council is required to secure (a) the expeditious, convenient and safe movement of traffic (including pedestrians) and (b) the provision of suitable and adequate parking facilities on and off the highway, and so far as practicable having regard to the matters listed below.

The matters to be considered before reaching any decision are:

- i) the desirability of securing and maintaining reasonable access to premises;
- ii) the effect on the amenities of a locality and (including) the use of roads by heavy commercial vehicles;
- iii) the national air quality strategy prepared under Section 80 of the Environment Act 1995;
- iv) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of passengers/potential passengers; and
- v) any other matters appearing to the Council to be relevant.

The Council received objections to the scheme and these are detailed in 'Appendix 'D' to enable their proper consideration in accordance with the procedure set out in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. An officer response to the objections is also detailed in 'Appendix D', whereby it is stated that there are clear benefits to implementing the proposals. The Council will therefore be acting lawfully and within its powers should it be so satisfied and the officer recommendations be approved to implement the changes.

Climate Implications

- 4.4 Transport has an important role to play in tackling the climate emergency, and schemes are developed with this in mind. The programme aspires to align with the Department for Transport's recently published Transport Decarbonisation Plan and supporting local policy. This includes tackling areas with poor air quality, alleviating congestion, promoting public transport and encouraging modal shift for short journeys by providing a high-quality active travel network.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 Glover Road / London Road

The existing Glover Road bollard closure is regularly blocked by parked vehicles, to the extent where it is difficult to find a way through for cyclists approaching from either direction without dismounting. Access to and from the crossing area on London Road is also regularly blocked by vehicles parking on the corner of Glover Road and London Road. The solution promoted provides further waiting restrictions in and around these key locations but also provides a planter arrangement for the closure to motor vehicles which should allow the passage of cyclists even if the promoted additional waiting restrictions are blocked by vehicles.

An alternative option could be to provide a much larger closure, for example from the junction with London Road, to tackle some of the current issues, however officers have tried to balance the preferred option described above with the retention of some space for loading and parking. The revised scheme following discussions with local residents also

provides some alternative parking to offset spaces lost around the new closure.

Promoting a different route away from Glover Road is not feasible given that this provides the most direct and relatively traffic free corridor to and from the City Centre, away from the busy London Road / Chesterfield Road corridor which is, and will continue to be promoted as a key bus route. The route to and from London Road / Staveley Road along Glover Road is already popular with cyclists. These improvements (as part of a wider corridor scheme) aim to attract further cyclists in future.

5.2 Staveley Road / Wolseley Road

Two further options were considered to improve the junction of Staveley Road and Wolseley Road for cyclists and discussed with the Cabinet Member for Infrastructure and Transport, Council Officers and Cycle Sheffield representatives, held in early 2020.

Alternative Option 1

This option provided an off-line segregated crossing for both cyclists and pedestrians. Although this proposal provided a high-quality crossing facility, there was difficulty in providing a facility on the desire line without completely closing both the north side and south side of Staveley Road, which when considering existing closures and one-way systems in the area would be very difficult. The layout did propose to change access so that vehicles could only enter the South side from Wolseley Road and come out on to Wolseley Road from the northern side, however it was thought to be likely that this system would be abused by drivers and there were also questions in the meeting whether the crossing facility which was still off the desire line would be used.

Alternative Option 2

This option provided a kerb build out on the south side to narrow the crossing distance for pedestrians and cyclists. While this would be an improvement over the existing crossroads layout, at peak times and in queuing conditions it would still provide significant delay for cyclists at this location.

Preferred Option

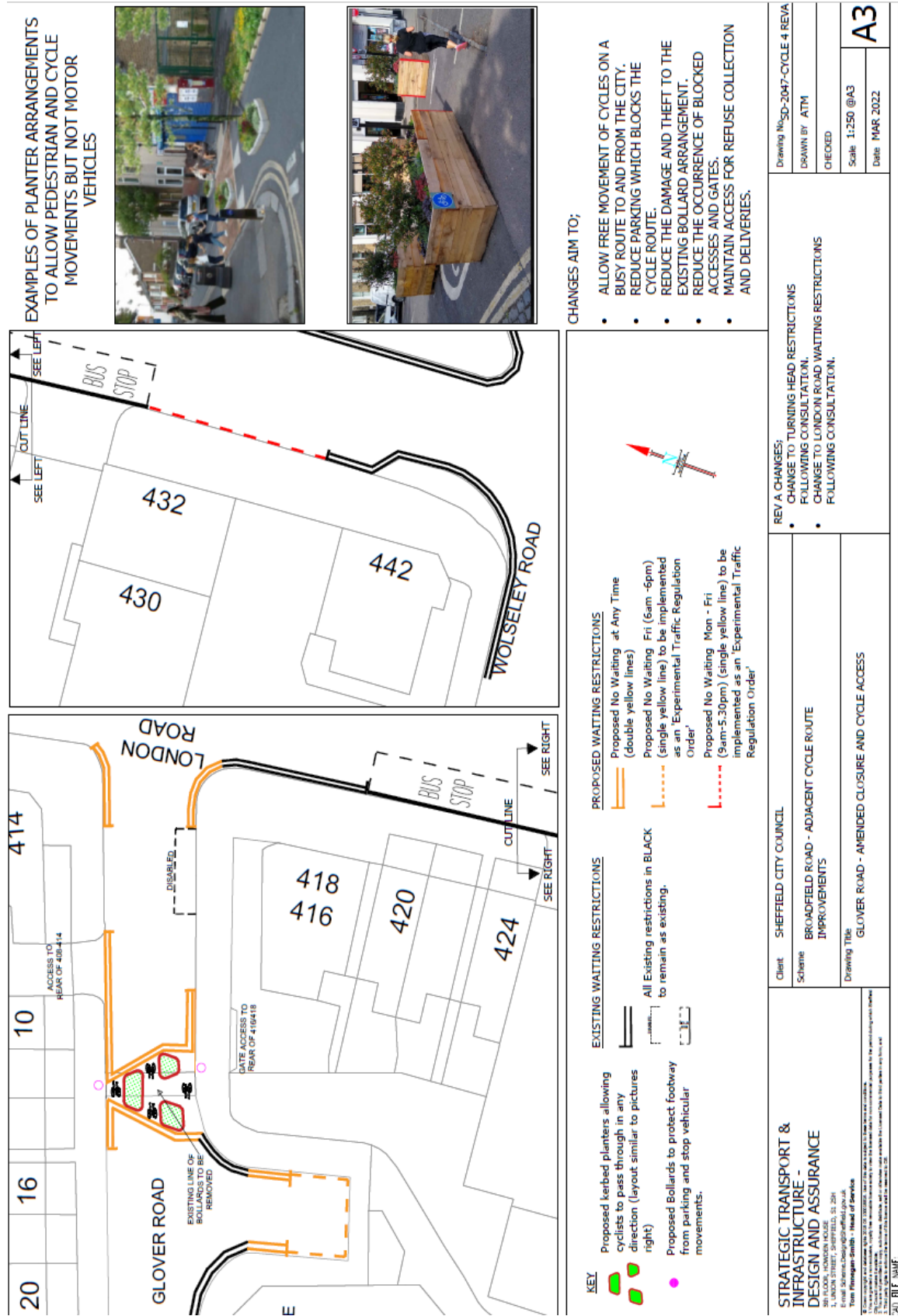
Following an evaluation of the three options, all attendees of the meeting agreed that a solution which maintained a direct route through the junction using the low traffic 'on carriageway' roads on approach would be preferred. To give cyclists greater priority over the existing give way junction, the crossroads would be signalised, incorporating detection on both approaches to give priority over vehicles on Wolseley Road. A buildout would be incorporated into the layout to further narrow the

crossing distance, improve visibility for crossing pedestrians and reduce speeds on Wolseley Road.

6.0 REASONS FOR RECOMMENDATIONS

- 6.1 To ensure the two schemes, which contribute to the overall improvements on the 'Sheaf Valley Cycle Corridor' can be constructed when the contract is awarded.
- 6.2 Officers have considered alternative options involving representatives from 'Cycle Sheffield' and the previous Cabinet Member for Climate Change, Environment and Transport and on balance consider the proposals to be the best solutions to achieve the predicted benefits, maximising the benefits to the overall improvements to a key cycling route to and from the City Centre.
- 6.3 Officers have carried out a consultation with statutory consultees and frontages, making changes to parking and loading restrictions where possible.

Appendix 'B' Glover Road / London Road – Concept Plan.



Appendix 'C' – Consultation Letters

Strategic Traffic, Sustainability & Infrastructure City Growth Department

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

E-mail: scheme.design@sheffield.gov.uk
Website: www.sheffield.gov.uk



25 November 2020

The Owner / Occupier

Reference: SD/2047/02ATM

Dear Sir/Madam

Glover Road / London Road - Cycle Route improvements

As part of our commitment to improving cycle and walking connections into the city centre, we are looking to make improvements to the 'cycle only' access from Glover Road through to London Road which is frequently blocked on both sides by parked vehicles.

This will involve the following changes;

- Adjusting the layout of the cycle bypass to ensure cyclists travelling in both directions can freely move from one side of Glover Road to the other.
- Changing some of the parking restrictions to keep the access clear from parked vehicles, assist with refuse collection and protect accesses to the rear of properties on London Road.

The proposals can be seen in the attached plan.

How can I comment?

It is recognised that you may have questions or suggestions about the proposals. If so, please email scheme.design@sheffield.gov.uk. If you wish to speak to someone, call Andrew Marwood on 0114 2736170. The consultation on the proposals will finish on **Tuesday 15 December 2020**.

What happens next?

Should any objections be received, we will first of all consider these and see if changes can be made to address any concerns. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Infrastructure and Transport, who will make a decision on how to proceed. Everyone who responds to the consultation will be kept informed of all meetings and decisions.

Yours faithfully

Andrew Marwood
Senior Engineer, Scheme Design
Strategic Traffic, Sustainability & Infrastructure, City Growth Department

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

E-mail: scheme.design@sheffield.gov.uk
Website: www.sheffield.gov.uk

25 November 2020

The Owner / Occupier

Reference: SD/2047/01ATM

Dear Sir/Madam

Wolseley Road / Staveley Road - Cycle and Walking Connection improvements

As part of our commitment to improving cycle and walking connections into the city centre, we are looking to make improvements to the busy crossing of Staveley Road and Wolseley Road.

This will involve a number of changes which include;

- Widening the footway on one side of Wolseley Road at the junction with Staveley Road to reduce the crossing distance for pedestrians and cyclists.
- Turning the Wolseley Road / Staveley Road crossroads into a signalised junction which provides priority for cyclists over vehicular traffic.
- Changing some of the parking restrictions to keep the approaches to the new signals clear from parked vehicles and reflect the new layout.

All the proposals can be seen in the attached plan.

How can I comment?

It is recognised that you may have questions or suggestions about the proposals. If so, please email scheme.design@sheffield.gov.uk. If you wish to speak to someone, call Andrew Marwood on 0114 2736170. The consultation on the proposals will finish on **Tuesday 15 December 2020**.

What happens next?

Should any objections be received, we will first of all consider these and see if changes can be made to address any concerns. Should this not be possible and objections remain outstanding, the matter will be reported to the Council's Cabinet Member for Infrastructure and Transport, who will make a decision on how to proceed. Everyone who responds to the consultation will be kept informed of all meetings and decisions.

Yours faithfully

Andrew Marwood
Senior Engineer, Scheme Design
Strategic Traffic, Sustainability & Infrastructure, City Growth Department

Wolseley Road / Staveley Road

- 1) The introduction of Double Yellow Lines with 'No loading' in and around Wolseley Road / Staveley Road will have a negative impact on businesses given there will be nowhere to load and take deliveries.

Officer Response; Officers have reviewed the double yellow lines on Wolseley Road. Unfortunately for this type of road, (speed limit of 30mph) to enable clear forward visibility for drivers approaching the proposed traffic lights, a minimum length of 50 metres (approx. 9 vehicle lengths) of no loading or parking needs to be provided on the northern side. It is therefore not possible to make any amendments to the double yellow lines at this location but loading and parking will still be feasible outside peak times on sections of single yellow lines. Officers also suggest offsetting the loss of loading from Wolseley Road by providing a 'loading only' restriction adjacent to the shop at No.68 Wolseley Road and in operation between, Mon-Sat, 7am – 6pm, could be added to the scheme and installed as an 'Experimental Traffic Regulation Order', made permanent in future should the Council be satisfied that the order delivers its intended benefits.

N.B Officers suggest there is also scope to provide a permanent parking bay on the southern side of Wolseley Road between the junction of Staveley Road and the boundary to No. 105 / No. 107 Wolseley Road to replace the single yellow line which prohibits loading and parking in morning and evening peak periods. The parking bay and additional waiting restrictions towards the Abbeydale Road junction will be legally advertised in the next couple of months as part of the consultation on the Abbeydale Road / Wolseley Road collision reduction scheme.

- 2) I have received your recent letter about the proposals for my area. I am concerned that the newly inputted double yellow lines will cause havoc as many people park in this area.

Officer Response; Officers fully understand that removing opportunities to park on both Staveley Road and Wolseley Road is not ideal for local residents. Officers have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019' which indicates that on approaches to traffic lights on a 20mph street (i.e., Staveley Road) a clear distance of 22 metres (approx. 4 vehicle lengths) must be maintained before the traffic signals. Any less than this and there could be road safety implications. On Wolseley Road as the speed limit is 30mph the approach clear visibility increases to 50 metres (approx. 9 vehicle lengths), again officers have tried to keep the double yellow lines to a minimum. These measurements are based on stopping sight distances. As a Council officers will have to tightly enforce

the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Based on the information above officers are struggling to make any changes to the amount of double yellow lines proposed

N.B See note above for a proposed mitigation for the loss of parking.

- 3) I'm getting in touch in relation to the recent notification on a consultation in relation to Wolseley Road and Staveley Road. I recognise that cycle use has increased over the 20 years I have now been a resident in Staveley Road and the junction can be very busy at times with cars parked on the corners, however I suggest an amendment to your plans and removal of the extension of double yellow lines into the south side of Staveley Road. It is difficult to park even at the best of times and taking away so many spaces for parking will cause further issues. You may suggest Chippinghouse Road as an alternative but as this is an area of vandalism it is not an attractive option (if you visit at the moment, you can see the wreck of a Smart car that was vandalised recently).

Can I suggest the plan is refined and a rethink of the double yellow lines into Staveley Road is considered. An alternative would be to introduce residents parking and make Staveley Road (South) one-way which would completely remove the parking issues caused by non-residents and deter it's use as a short cut onto Abbeydale Road.

Officer Response; Officers fully understand that removing opportunities to park on Staveley Road is not ideal for local residents. Officers have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019' which indicates that on approaches to traffic lights on a 20mph street a clear distance of 22 (approx. 4 vehicle lengths) metres must be maintained on approach. Any less than this and there could be road safety implications. The same rules also apply to Wolseley Road, however here, as the speed limit is 30mph, the approach clear visibility increases to 50 metres (approx. 9 vehicle lengths) These measurements are based on stopping sight distances. As a Council officers will have to tightly enforce the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Officers also understand that there are pockets of busy times for parking for the shops and Mosque on Wolseley Road, however using experience of consulting on permit parking scheme's, given the cost of a permit, these are only generally supported by resident's when parking by commuters / daily parking is so bad that they find it near impossible to find a space on their street. As a Council we also try to stick to area wide permit parking scheme's as well, as only doing one street tends to lead to pushing the issues into adjacent streets. In this area, at the majority of times, the issue

of finding a space is on the whole because there are too many resident vehicles for the spaces available. In any changes to parking arrangements, we would still have to provide those double yellow lines on approach to the traffic lights as explained above.

In terms of a one-way arrangement, we would still want to assist cyclists on this busy route so this would have to be 'one way except cyclists' - for safety of passing vehicles coming the other way we would therefore have to take parking out completely on one side - further reducing the spaces available for parking.

For the reasons above officers are struggling to provide any changes to the proposed layout. We will of course provide your comments and officers responses to the Cabinet Member for Transport, who will ultimately decide whether or not to implement the proposed scheme.

N.B See note above for a proposed mitigation for the loss of parking.

- 4) I am writing in reference to your new proposal on the Wolsley Road/Steveley Road junction. As per your proposal, it seems to be that the double yellow lines will run in front of my house and along Steveley Road. This would mean that I have no means of parking my car at either the front of the property or on Steveley Road. Parking is already an inconvenience. As you are aware, the Wolsley Road Mosque gets very busy and its attendees takes up multiple parking spaces on the road. It is also difficult to find spaces to park late at night, often far away from my property where I don't feel safe walking to and from. I don't know when these proposals were brought up, but I do understand the need to have double yellow lines on Wolsley Road, given the fact that it is a main road, and I can see how busy it gets. However, I don't understand the need to have double yellow lines on Steveley Road as well.

In the letter, I note how you said this was for the safety of cyclists, but I think it is unfair to prioritise cyclists over those who have been residents of the area for many years, especially considering we pay road tax and cyclists do not make any contributions to the roads. I refer you to the pedestrian crossing at the bottom of Wolsley Road, which intersects with Queens Road and London Road, surely if cyclists feel the junction is not safe, they have access to the traffic lights. In refence to pedestrian safety, surely an option to put in a zebra or pedestrian crossing at the top of Wolsley Road, where it meets with Abbeydale Road, would be a better option? This way, children who are getting of school buses with have the option of crossing safely on that end of the street.

Referring back to the Wolsley Road Mosque, attendees of the mosque do not comply with road markings or parking regulations on their busiest days. Therefore, this could make parking even worse and cause problems between Mosque attendees and residents of the area.

Officer Response; I fully understand that removing opportunities to park on both Wolseley Road and Staveley Road is not ideal for local residents. I have however tried to keep the double yellow lines to a minimum which ties in with the regulations set out in 'Traffic Signs Manual Chapter 6, 2019', which indicates that on approaches to traffic lights on a 30mph road (i.e. Wolseley Road) a clear distance of approximately 50 metres (approx. 9 vehicle lengths) must be maintained before the traffic signal. Any less than this and there could be road safety implications. On Staveley Road as the speed limit is 20mph the approach clear visibility decreases to 22 metres (approx. 4 vehicle lengths), again I have tried to keep the double yellow lines to a minimum. These measurements are based on stopping sight distances. As a Council we will have to tightly enforce the new restrictions, especially at peak times when the majority of cyclists will be travelling to and from the City Centre so that this clear distance is maintained.

Based on the information above I am struggling to make any changes to the amount of double yellow lines proposed. To try and manage parking demand / loading opportunities during the day I am also suggesting that we could look at a loading bay, which would be enforceable between say 9am and 5pm after the proposed double yellow lines on Staveley Road (see picture below). This would enable residents to park without restriction overnight in this location. Your views on this would be welcome.

There is certainly a need to improve this well used route (circa 250 – 300 users towards the city in the morning and the same coming the other way at night). The government as well as Sheffield City Council supports more sustainable methods of travel and we have also proposing further improvements along the Sheaf Valley as part of the 'Connecting Sheffield' programme. Thank you for your suggestion on improving pedestrian safety at Wolseley Road / Abbeydale Road, although we cannot extend the proposals to this area, I will ensure my colleagues in our Transport Planning section are copied into your e-mail, they will be able to add it to a list which subject to funding could be promoted at a later date.

Officers are also currently working on a casualty reduction scheme at the junction of Wolseley Road and Abbeydale Road, which includes improvements for cyclists and pedestrians. This scheme will be consulted on in Spring / Summer 2022 and if approved constructed in 2023.

N.B See note above for a proposed mitigation for the loss of parking.

Glover Road / London Road (The points raised in the consultation below were also received by 3 other residents).

- 1) I am writing to you in relation to a letter I received recently in relation to double yellow lines you are placing in December where residents park on London Road / Glover Road.

As you will know. Some years ago you placed a Bus Lane on London Road which caused residents some trouble to even get onto our road to

park. We have been using alternative routes to get around to our house. We did not put a complaint through for this.

Now, you have decided to place Double Yellow Lanes at the ONLY place we have left to park our cars. Can I stress that this is the ONLY closest parking spaces in the immediate area, other streets are overcrowded and there is no parking space.

I understand you are doing this due to cyclists travelling through that road. Can I also stress to you that we have a local convenient store where a lot of customers attend on a daily basis. They park in the middle of the roads and block off the road. This is something that can be dealt with rather than placing double yellow lanes causing residents more distress on parking on streets that are further away from us, not in our view and not safe to walk to and from.

I would greatly appreciate it if this does not go ahead and is looked into further to resolve the issue.

Officer Response; Officers understand that previous changes may have caused an inconvenience, however in an urban location, I am sure you can understand, the management of traffic is complex and as a Council we need to change things to prioritise more sustainable modes of travel (the improvements in this consultation for cycling being a current example). London Road is classified as a key route for buses in the Council's Transport Strategy – this has meant changes such as the introduction of bus gates, bus lanes etc in the past to further promote this mode of travel. A combination of these measures have all contributed to improved bus journey times / more consistent bus journey times to and from the centre of Sheffield.

In many instances where restrictions are abused people will suggest further enforcement, however the reality is that the Council's traffic enforcement officers can only be in one place at a time and will generally patrol an area visiting a certain location once or twice a day – this does little to stop people parking and blocking at all times. Officers will however be recommending further patrols if the additional double yellow lines are introduced especially at key times (peak hours in the morning and evening) when the majority of cyclists are using the route.

In general, on streets with terraced housing there are too many cars owned for the amount of available spaces, this is a problem throughout areas close to the City Centre. As a Council we try to manage the public highway to allow where possible parking for local residents, where it doesn't cause an obstruction. We also have to consider safety for pedestrians and cyclists and therefore on a cul de sac such as Glover Road we need to protect crossing places and provide a way to turn a vehicle around. We also have to consider the movements of any refuse collection vehicles. The additional yellow lines would in this instance provide an improved environment for pedestrians and further promote a

safe route for a more sustainable mode of transport (cycling). In total we are looking to remove two spaces (not counting any parking across accesses). Having said that officers acknowledge the difficulty in parking near to your property and therefore the two spaces are, I am sure, important to you and other residents. Officers therefore have a suggestion to further improve parking opportunities.

To offset the loss of spaces on Glover Road officers suggest that they look into promoting parking overnight on London Road (please see section in question below). This section is approximately 16 metres long which would accommodate 3 vehicles. We would also have to consider the loading / unloading requirements of the hire shop. The suggestion therefore would be a single yellow line which would allow residents to park from 5pm on an evening to 9.30am in a morning. After this time the hire shop would be able to load / unload in this area as they do now but wouldn't be able to park. The change would mean overnight parking closer to your property and at any time during the weekend given the shop is not open Saturday or Sunday.



Response From Residents;

Your map view of where the mosque is (I'd say a tiny car park) has not caused any obstruction to anyone when turning their vehicle around. as you are removing this and placing this with double yellow lines you are removing the ability for someone to park their vehicle there. whether that be us or anyone on Glover Road. Further, you have already placed double yellows on the corners which has stopped people parking and blocking and has made it easier for people to turn around. From what I remember, you are placing more yellow lanes at the bottom of the cul de sac which means another parking spot removed. This is just adding on restrictions on parking.

A question I want to ask here is, is there no alternative cycle routes you could potentially propose? rather than it going through Glover Road? I only ask this because the double yellow lines will have such a massive impact on everyone.

I understand your concerns of the cyclists using this route and vehicles being in the way but we as a neighbourhood will be affected even more as permanent residents here compared to those temporary cyclists riding through the road. We won't have parking. The Bus Lane has affected us enough that we are travelling all the way around Queens Road just to go past our own house. It just feels like it will be worse with this as were parking so far away. What reassurance are you giving us as a Council that where we park will be safe? We are not familiar with other roads other than Glover Road/ bottom of Fieldhead Road. I don't have the confidence in parking further away from home especially when everyone will be fighting to park somewhere close. As you said before, yes there may be more cars than expected for terraced houses but you want us to park streets away or even across towards the local park but what about the residents on those roads? how would they be feeling when we take those spaces? I just don't have no reassurance from you as a council that our vehicles will be protected in any way, if anything happens to our vehicles we will be paying for damage and that's all because we just didn't have the option to park close to home. I don't know if this is possible but considering the cyclists safety, what alternatives could you propose for them to avoid these double yellow lanes? and help us as well?

Thank you for the suggestion on the single yellow line on London Road and understanding our concerns. So, the single lane would accommodate 3 vehicles- but you also need to consider the hire shop's loading/unloading. Here, the shop starts work earlier (I think) and unloading and loading happens the moment the shop opens.

Your removing 5 parking slots with double yellow lines and proposing 3 for us (under this recommendation). That's removing 2 slots originally where we could park day and night without any trouble. I understand the time restrictions because of the shop but this is inconvenient. Although there is a time restriction/availability on parking, where do we park outside those hours when other residents will have taken up parking spaces on other streets? we will be parking even further then what we would consider? so how does that help us protect our vehicles? reassure us that they are parked in a safe place or even get parking at all?

I understand the parking on the main road is not suitable on a 24-hour basis but what about other people who see these parking slots and park their car there? like those on the bottom of Glover Road? these 3 slots are not guaranteed for us but more for anyone who sees those slots available. Again, were stuck with the issue on parking in unsafe areas and far from home. There may be more than 1 car in each household so what about them? if you're covering those streets with double yellow lanes, where do you want us to park? What if people on the other streets are not happy with our cars taking up their spaces? what do we do? where do we

park? You're removing our rights to park close to home for cyclists to ride through during peak times ONLY. how convenient is that for us?

Officer Recommendations;

The suggestion of promoting a single yellow line seems to be welcomed but is not considered a solution to removing what resident's feel are 5 spaces where parking can take place at all times.

Officers do not consider that there are 5 spaces in this location where residents can park sensibly, without obstruction and in accordance with the highway code. That said the loss of parking opportunities is understood. As the refuse collection occurs in this area on a Friday officers propose to only promote a single yellow line to cover Fri 6.00am to 6.00pm at the bottom of the turning head, thus allowing 2 vehicles to park at the bottom of the turning head unrestricted outside these times. The removal of the disabled bay on Glover Road (The Council has been made aware that this is no longer required by the applicant) will also be investigated.

Officers suggest promoting the single yellow line on London Road and in the turning head of Glover Road through a ETRO (Experimental traffic Regulation Order) when the cycling improvement scheme is completed. will enable residents to further comment on the restrictions when implemented, the restrictions could then be made permanent at a later date subject to the comments received and after officer's have had chance to monitor parking and loading following the schemes introduction.

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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: *15th June 2022*

Subject: *Report objections to the Traffic Regulation Order for Crosspool 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 Crosspool, report the receipt of objections to the Traffic Regulation Order and set out the Council's response.

Recommendations:

Make the Crosspool 20mph Speed Limit Orders as advertised, Speed Limit Order as amended in accordance with the Road Traffic Regulation Act 1984.

Inform objectors accordingly.

Introduce the proposed 20mph speed limits as advertised.

Introduce part time, advisory, 20mph speed limits on part of Lydgate Lane

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	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: 30/05/2022	

1. PROPOSAL

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

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.

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 20 speed limits, and a part time, advisory 20mph speed limit on Lydgate Lane outside Lydgate school, reports the receipt of objections and sets out the Council's response.

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 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. Regrettably, the leaflets delivered door-to-door did not make this clear however recipients may still have made an objection by other means and therefore did not lose their opportunity to make their views known.

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 149 responses to the consultation, 14 of these were objections and are detailed in Appendix C below.

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

Many respondents said that the scheme is unnecessary. Paragraph 2.1 above sets out the reason for reducing the speed limit.

One comment asks why the scheme is being progressed and questions the accident data. The Council policy is to introduce the 20mph speed limit in all suitable residential areas of the city irrespective of the accident record. It will undoubtedly take time for people to alter long established

habits, but even a marginal reduction in average speeds will, over time, contribute to the creation of safer streets.

The scheme's possible contribution to air pollution was questioned. 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.

One comment suggests that 20mph schemes have a negative effect on the safety of cyclists. There is no evidence to support this and Cycle Sheffield support this scheme

A few comments suggested that the scheme is pointless without speed humps/ cushions etc. Traffic calming can be very effective in keeping vehicle speeds low and reducing the number and severity of accidents, but it is also extremely expensive. Cuts to funding from Central Government for transport related projects mean we can no longer afford such schemes.

One comment asks whether alternative options have been explored, cost benefit analysis and risk assessments conducted. The cost of this scheme has been discussed above and the Outline Business case (OBC) that was approved in January 2022. This document discussed other possible options with estimated costs. It is council policy to introduce 20mph limits on all suitable residential areas, so this was the preferred option put forward and accepted at this OBC stage. The Outline Business case also included a risk analysis

Several comments asked why a part time, advisory 20mph speed limit hasn't been proposed on Manchester Road as it has on Lydgate Lane. During the feasibility stage, the design team looked at including this restriction on Manchester Road. However, they had concerns about the flashing sign's proximity to a signalised crossing and deemed it unsafe to install. The design guidance also supports these concerns. In addition to this, the footways at this location are too narrow to allow the installation of such signs and still leave a safe passage for children

A few people have asked about the cost of this scheme, and this is detailed in section 7 of this report

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. The Outline Business case for the Crosspool 20mph scheme was approved by the Transport Board in January 2022.

The scheme will be funded by the LTP.

The total capital cost of this scheme is £104,186 and is as follows:

£13,273 transport fees (including TRO costs, consultation costs)

£23k Amey design fees

Estimated constriction cost £60,000

HMD fees £6500

Procurement strategy cost £1000

Post build speed surveys £500

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £57,000

4.3 Legal Implications

- 4.3. 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 was given to recommending the retention of the existing speed limit in Crosspool. 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.

The Cabinet Individual Executive Member has made it clear that 20mph speed limits should continue to be introduced in residential areas in accordance with the City's 20mph Speed Limit Strategy as funds allow.

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

It is also recommended that a part time, advisory 20mph speed limit school be introduced Lydgate Lane outside Lydgate Primary school for the same reasons.

Appendix C Objections

1	<p>I am writing in objection to the proposed 20 miles per hour speed limit change in the Crosspool area, in response to your letter dated 3rd February 2022.</p> <p>Firstly, let me preface my objection by making it clear that as a father of two young children attending Lydgate Infant and Junior schools, I am fully supportive of changes to our roads to improve safety for both pedestrians and vehicle occupants provided these changes are evidence based. Therefore, I fully agree with and support part of the proposal to introduce 'part time' 20mph limit on the roads outside of our schools.</p> <p>However, the full proposal to reduce speed limits to 20mph on almost all residential roads within Crosspool, without physical traffic calming technology appears un-evidenced, excessive, and unlikely to drive real change in driver behaviour.</p> <p>I would hope Sheffield City Council could respond to the following questions and suggestions with detailed, fact-based responses as I am sure many residents have similar concerns:</p> <p>1) What evidence or data were used to arrive at this proposal? The letter I received on 3rd February covered what the proposed change was but contained very little to no supporting evidence as to why this change makes sense to implement now. Specifically, I refer to:</p> <ul style="list-style-type: none">a. No data were provided to indicate the number of collisions that occurred in recent years involving pedestrians and motor vehicles on the roads identified that resulted in injury to either party, specifically within the speed range 20-30mph, where speed was recognised by the police as being a major contributing factor to the incident. <i>What data is this proposal based on?</i>b. No risk assessment was included in the pack to residents. Was a risk assessment carried out and if so what risks and control measures were identified in this process? Our national health and safety systems through legislation such as the Health and Safety at Work Act, 1974 require all organisations to carry out risk assessments and reduce risks to levels as low as reasonably practicable. <i>Who carried out a risk assessment and decided that a 20mph limit in such an extensive region with no physical traffic calming measures other than signage was both reasonable and practicable?</i>c. Vehicle safety has continued to improve markedly over the last half century with modern cars required to pass increasingly stringent tests for both occupier and pedestrian protection. New vehicles now often including technology to avoid collisions or speeding. I appreciate that the number of vehicles on the road has increased during the same period, but most of the residential roads included in the proposed 20mph zone have very low traffic density. <i>Given that vehicles are becoming safer why does reducing the speed limit now make any sense?</i> <p>2) What cost benefit analysis has been carried out on this proposal? You confirm in your letter that financial considerations were made in respect of this proposal, specifically the decision to proceed with signage only and no physical traffic calming measures to limit cost.</p>
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	<p>However, no specific costs or benefits were provided in the pack to evidence this decision. As council taxpayers, residents expect that their considerable contributions are used responsibly. Further to this, Sheffield Council reminds residents in its annual summary letter and in this proposal itself that finances are stretched. What methodology was used to derive a positive cost benefit for this proposal to ensure council tax contributions are being spent responsibly?</p> <p>3) What other or alternative proposals have been made to improve road safety in our area and how was this proposal prioritised above these? As a resident who uses both the road network and pavements on a daily basis, there seem to be a number of alternative, potentially more valuable improvements that could be taken to improve road safety in Crosspool and its surrounds. Outlined below are some suggestions for improving safety in areas that have seen road traffic collisions in recent years:</p> <p><i>a. Cross road intersection at Manchester Road / Stephen Hill Road – suggestion to widen the section of Stephen Hill Road prior to the junction to introduce a left filter lane. Introduce traffic lights and a crossing to improve traffic flow at busy times of the day and safety for pedestrians attempting to cross in this area.</i></p> <p><i>b. Double parking on Crookesmoor Road between Barber Road and Roebuck Road – This area is potentially very dangerous, having both high pedestrian and traffic density for long periods of the day. This is compounded by vehicles parking on both sides of the road. Suggestion to limit parking to one side of the road in this section and introduce free parking for residents on the site currently being used for Covid-19 testing.</i></p> <p><i>c. Junction of Hagg Hill / Bole Hill Road – there have been several incidents on this stretch of road in recent years. Suggestion to improve signage on this section of road to make it clear that vehicles travelling up hill have priority and which sections of road require drivers to give way or stop. Also, consideration could be given to providing a safe run off area where the stone wall is currently erected on the north-east corner of the junction to give protection to any vehicles that over-shoot the junction due to poor road conditions snow / ice, which happens regularly.</i></p>
<p>2</p>	<p>I strongly object to the introduction of the proposed 20mph limit in the Crosspool area, for the following reasons:</p> <ul style="list-style-type: none"> • The evidence that 20mph speed limits reduce accidents is limited [some studies indicate more accidents] • This is partly because they do not reduce speeds very much because on narrow residential roads most drivers travel at well below the 30mph limit, and those reckless drivers who do not continue to drive recklessly • They can cause an increased hazard for cyclists because vehicles are moving too slowly to allow cyclists to move out to change lane or turn right • Driving below 20mph increases harmful emissions per unit of road length. In the long run this will probably cause more damage to health and life than the supposed benefits from reduced accidents • the only situation in which I can see a justification for 20mph limits is on main roads in the immediate vicinity of schools with lights operating [just] at the start and end of school days in conjunction

	<p>with flashing yellow lights</p> <p>A much better improvement in road safety would be achieved in the Crosspool area by improvements to the roads themselves, for example</p> <ul style="list-style-type: none"> • traffic lights at the Lydgate Lane/Manchester Road junction with filters for pedestrians/cyclists • construction of an inset parking bay for buses along the Tapton School playing fields on Manchester Road, preferably of sufficient size to accommodate several buses; more ambitiously, widening of Manchester Road at this point so that a similar inset bus bay could be created on the other side of the road • operational speed cameras on Manchester Road • construction of a footpath at least 1m wide alongside the allotments down Back Lane • removal of fallen leaves from footpaths and roadsides along the main roads • restriction of parking along the top of Carsick Hill Road and its junction with Ivy Park Road • no parking on Manchester Road outside Stephen Hill Methodist Church • a ban on parking on and driving onto pavements • more gritting in the winter • more school crossing patrols
<p>3</p>	<p>I hereby formally object to the proposed 20mph speed limit area in Crosspool. The current 30mph limit should be enforced more rigorously rather than forcing all drivers to drive at a snails pace. If you can provide any evidence of accidents in the area to back up your proposal and claims then I would be happy to reconsider my objection. I do agree with the Part time limit of 20mph at Lydgate Infant School.</p>
<p>4</p>	<p>I live on Cairns Road in Crosspool and am writing to register an objection to the proposed Crosspool 20mph speed limit.</p> <p>I feel that the extent of the area included in this proposal is absolutely unnecessary. Possibly a part time limit around the entrance to Lydgate First school may be a good idea.</p> <p>It would be far better to spend the money on campaigns to persuade parents from using the car to take and collect pupils to and from school, and to provide much better public transport links in Crosspool.</p>
<p>5</p>	<p>I am writing to register my formal objection to the planned 20 mph speed limits in parts of Crosspool.</p> <p>The plan is for the majority of minor side roads in Crosspool to have this new speed limit.</p> <p>In the first instance, the majority of these side roads have lots of parked cars on them and are of relatively short length, so it is highly unlikely that you can even attain the 30 mph speed limit. And I am not using this as an argument to lower the speed limit.</p>

	<p>When was the 30 mph speed limit actually set? I suspect it is many decades ago, and this speed limit has worked perfectly fine for these many decades.</p> <p>The quoted 3 main reasons for lowering the speed limit are: lower speeds reduce the severity of injuries for anyone involved in collisions Some collisions will be avoid all together People are more likely to feel safe when walking and cycling</p> <p>These 3 reasons seem to be 'nanny state' or 'big brother state', or specifically in this case 'Sheffield Council State' pursuing an ever increasing risk free world. Human life will always involve risks, to try and obtain a risk free world is to try and get blood out of a stone - it will never happen.</p> <p>You may argue that the number of occurrences of accidents has increased. I suspect this is purely down to the increased population in Crosspool. The likelihood of the occurrence is the same, but due to the increased numbers of people the frequency increases.</p> <p>If you wish to lower the speed limit 'to reduce the severity of injury', why not reduce it to 1 mph? Or better yet, lets remove motor vehicles from our roads? I would put it to you that the majority population of Crosspool drive at a speed appropriate for the road and the road conditions, and within the speed limit.</p> <p>The 3rd reason is purely subjective. Different individuals, may or may not feel safe depending on many things that are occurring in their immediate environment. I would point out that pedestrians should be on the pavement, and motorist do not drive on the pavement. So pedestrian should generally feel safe irrespective of the speed of the car on the road.</p> <p>I believe people should be given the opportunity, freedom, respect and right to act as the responsible vehicle drivers that they are, rather than continual, ever increasing minor diktats issued by Sheffield council.</p> <p>I do not want my children and grandchildren to live in a future Sheffield where they can do nothing because, on the grounds of health and safety, freedom had been completely removed from them in the pursuit of zero risk.</p>
<p>6</p>	<p>I would like to register my objection to the proposed 20mph speed limit for the Crosspool area as totally unnecessary.</p> <p>I could understand there being a 20mph limit outside a particular school during certain times but not a 20mph blanket limit across the area which is not justified..</p>

<p>7</p>	<p>I am writing to register my objection to this proposal for 20mph speed limits in Crosspool. As a local resident who regularly drives and walks around the area and having a young child myself, I do not see the speed of drivers to be an issue as the roads are not wide enough to allow drivers to do more than 20-25mph anyway. As a taxpayer I will be very annoyed if my money is going towards ineffective and unnecessary signs throughout Crosspool.</p> <p>There are issues with driver behaviour around the schools but limiting speed will only make a difference around Lydgate where there is a busy main road. In contrast, the parents driving their children to Tapton and King Edwards schools are creating a hazard by parking illegally on blind corners, in front of driveways and leaving their cars idling (creating a build-up of toxic gases) that is putting the children and local residents at danger during school start and finishing times. However, reducing the speed to 20mph will make absolutely no impact on these issues. It is not possible to drive more than 20mph around these schools anyway due to the roads being particularly narrow here so putting up 20mph signs is a total waste of money and will not make any improvement to our local environment and safety.</p> <p>In particular I take issue with the choice of these measures as the letter provides no research evidence of there being a general speed issue in Crosspool nor provides evidence of the effectiveness of the proposed signs. I would like to know what evidence you have that this is actually an issue (i.e. number of accidents, speeding fines issued in the area etc.)? I would also like to know what evidence you have that this proposal to put up a few signs actually has been proven to reduce accidents and danger?</p> <p>The only part of the proposal that I agree with is the part-time 20mph limit at Lydgate Infant School, however this must be accompanied by legal enforcement; for example, with a speed camera. I understand the financial limitations that the council are under, however there is no point in tokenism and making a change that is not going to be effective. If there is only a small pot of money, then it would be better spent only creating a part-time 20mph limit around Lydgate school and actually backing this up with a speed camera.</p>
<p>8</p>	<p>I have just received a copy of your 20mph plan for the Crosspool area.</p> <p>My comments are as follows :-</p> <p>The plan I received is illegible (even using a magnifying slide)</p> <p>How can residents comment on a plan that is unreadable . Or is this a deliberate act on your part ?</p> <p>The Council web site does not mention a Crosspool plan or is it hidden under the name of another area.</p>

	<p>Why are you wasting Council tax payers money at this time when everyone is facing extreme rising costs just to survive.</p> <p>The only saving grace is that you are not intending to install speed bumps which increase pollution and damage to vehicles and buildings as you well know.</p> <p>Can you prove how many injuries and accidents will be saved by your 20 mph plans ??</p> <p>You have been elected to help the residents of Sheffield and you should realise this and not attempt to inflict your stupid ideas on the people who pay your wages !</p> <p>The idea of 20mph areas very close to schools is reasonable but you blanket plans fo areas are ridiculous.</p> <p>You should at least have the decency to tell us how much your plans will cost and put it to a referendum vote</p> <p>Cancel these nonsensical plans at once.</p> <p>This is OUR money NOT yours to spend on vanity projects and the like.</p> <p>Some readable plans would be helpful!</p>
<p>9</p>	<p>I object to this proposal. Instead you could clamp down on the selfish school people causing obstruction of school roads including darwin lane. 30mph limit is fine. Its the selfish school people parking across my driveway and blocking me in i object to.</p>
<p>10</p>	<p>I would like to voice my opinion to the proposed works which I assume will come at a considerable cost to the council tax payers of this city.</p> <p>Could you please stop wasting public funds on things that don't need doing. The majority of roads in Crosspool are so cluttered with double parked vehicles that it is already impossible to do 20mph never mind exceed that speed, if there are accident hot spots then concentrate your efforts in the immediate vicinity and not the entire area.</p> <p>The last time your department put its mind to making Crosspool safer it resulted in the installation of the most dangerous zebra crossing in Sheffield. The crossing at the junction of watt lane and sandygate road is deadly for pedestrians because when a van pulls up to the junction pedestrians have to walk out behind it and the cars coming off sandygate road can not see them until they are in the middle of the road.</p> <p>I also note in your letter that you state that funding from central government has been cut but yet you still found funds to redesign the</p>

	<p>broomhill shopping centre so there is now no parking available. You also found the funds to make the transport corridor from the east end of Sheffield to hillsborough a single lane while converting the other lane in to a cycle lane which was hardly ever used and at the same time stranding emergency vehicles, the whole scheme caused gridlock for weeks until it was abandoned. There was already an existing cycle lane for that route so why your department threw tens of thousands of pounds at this folly then had to pay again to remove it is incomprehensible.</p> <p>Please stop wasting huge amounts of money on ridiculous projects and use the funds for improving the services which really require funding like social care and education, even this public consultation must have cost a fortune but it could turn out to be money well spent if it stops your department wasting more money on daft schemes.</p> <p>As for the Crosspool project, it isn't broken so it doesn't need fixing, when many families are struggling with their day to day finances it really is annoying when the local authority seems intent on wasting money, please stop.</p>
11	<p>I am writing to object to the extension of a 20mph area in Crosspool as per letter issued on 3rd February 2022.</p> <p>Recently the Highway Code has been changed to give priority to pedestrians, cyclists and horse-riders. I do not believe increasing 20mph areas is necessary with all the changes.</p> <p>In addition, Crosspool streets are narrow, with loads of cars parked on the pavement and on the roads. Sometimes it is not even practical to drive even at 20mph without causing accidents with other vehicles.</p> <p>Therefore, I strongly object to any extension of 20mph areas in Crosspool area.</p>
12	<p>My wife and I object to you proposals of 3rd Feb 2022. We have lived at our address for a few months less than 40 years and cannot recall an incident when the 30mph limit has been abused. When our children were young and played safely on the road a car travelling on the road was inconvenient to them. Our grandchildren will now use the local park instead. As a former sixth form college chemistry and physics teacher at at A level I suspect that reducing car speeds will increase local carbon dioxide. Obviously, car idling in traffic ques during rush hours wouldn't change. Calculations could be made. As a careful and very experienced car driver I am pleased you have no intention of placing speed humps. We endorse your considerations to safe walking. The pavements I have always found safe. I do a lot of local walking. We would recommend you divert the funds you would save on signage to providing either lollipop assisted crossing outside Lydgate School (is there no longer one) or on permanent traffic lights (as there is for the junior school). We believe this will be well spent City Council Money.</p>

<p>13</p>	<p>I would like to object to your proposed measured for the following reasons:</p> <p>It is an additional expense added to council tax at a time the council should be saving money not spending more</p> <p>No data is available to support any increased safety aspect</p> <p>As a point of interest orange speed bumps on Crookes seem to have decreased safety as a number of elderly residents treat them as crossing points</p>
<p>14</p>	<p>We received this today. You have a temporary reduction to speed limits on Lydgate Lane during school drop off and pick up.</p> <p>Why hasn't this been applied to the stretch of Manchester Road which has exits for Lydgate Juniors, Tipton and King Edwards?</p> <p>The pavement is very narrow and gets full very quickly. I've been pushed into the road accidentally several times.</p> <p>Whilst the rest of the stuff is helpful, this is what is really needed: A20mph zone from Tesco to the end of Lydgate ending after Shore Lane.</p> <p>The road is so busy, the pavements really narrow and there's always so many children everywhere. It needs speed reductions between 7.45-9am and 2.45- 4.00.</p> <p>All the rest of the stuff is helpful, but there's no change to the most dangerous road in the area.</p> <p>he more I look at your map the more I think you've failed to take any action in the most dangerous areas.</p> <p>Manchester Road outside the schools and Tesco, the bottom of Lydgate Lane where people have been killed in the past, Lydgate Lane at the junction with Cross Lane.</p> <p>20 mph on the side roads won't have much effect. It's these areas where it needs action. You've prioritised side roads over dangerous main roads.</p> <p>The issue is the busy dangerous roads. Putting a 20mph on Ringstrad Crescent, isn't going to slow down or make the traffic less dangerous in Manchester Road.</p> <p>It seems a pointless exercise in its current format</p>

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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: 3rd February 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Crosspool. 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 Lydgate Infant School

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance to Lydgate Infant School on Lydgate 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 Spring/Summer 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 24th February 2022.

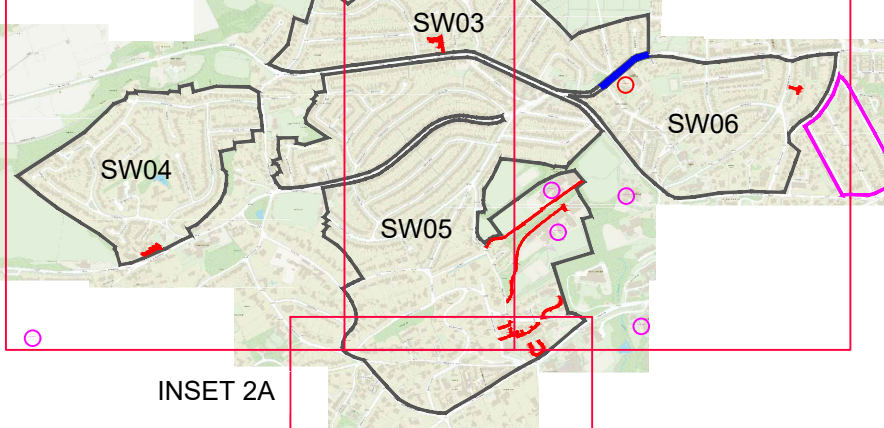
Kind regards

Lisa Blakemore
Senior Transport Planner



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

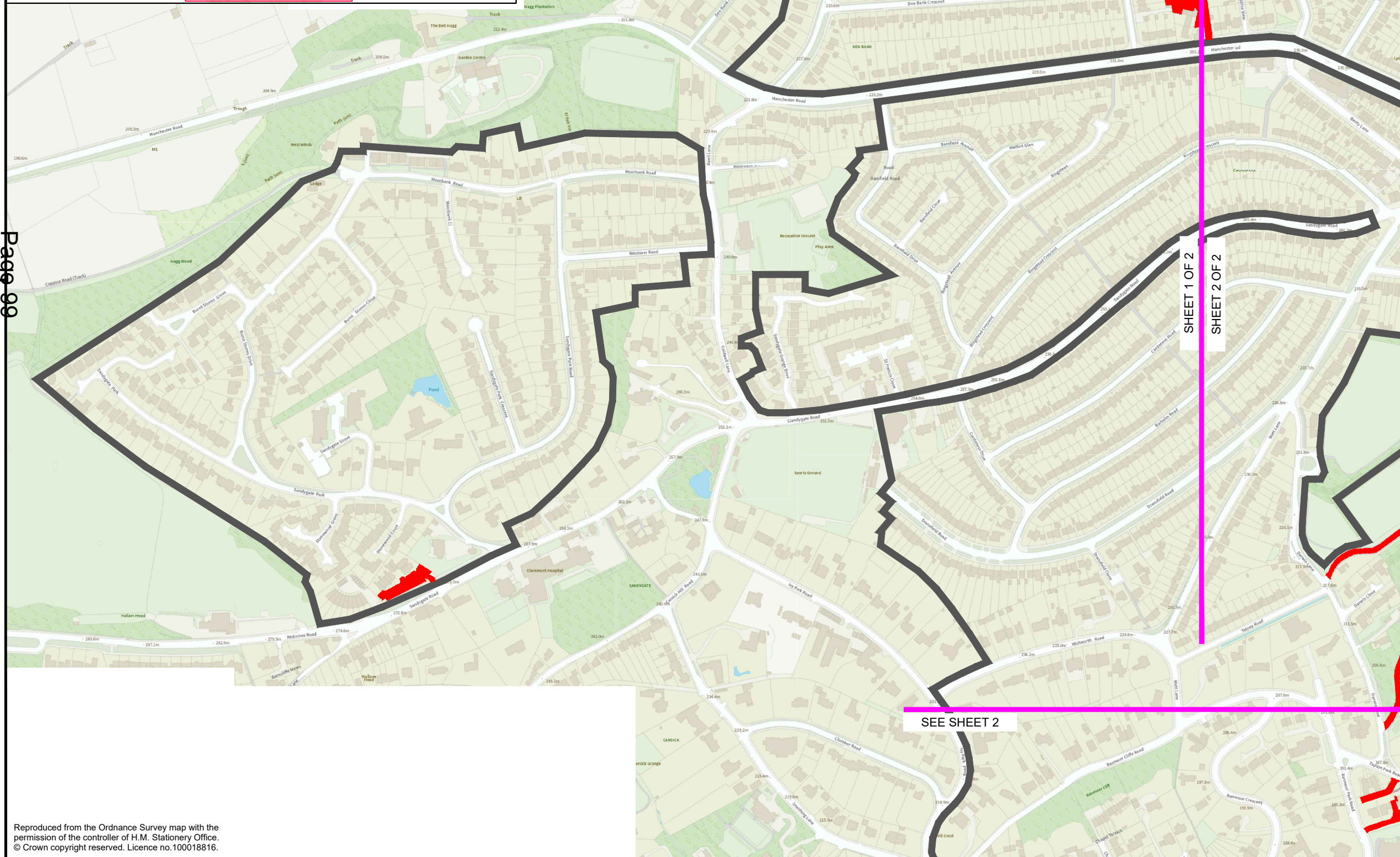
SHEET 1

SHEET 2



KEY

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



Page 99

P1	Plan amended to show Hallam Chase as a private road	SW	FH	01.12.21
Rev	Revision details	Chkd	Appd	Date
	Drawn: LG		Preliminary	<input checked="" type="checkbox"/>
	Design: LG		For comment	<input type="checkbox"/>
	Chkd: SMW		For tender	<input type="checkbox"/>
	Appd:		For construction	<input type="checkbox"/>
	Date:		As constructed	<input type="checkbox"/>
			Other	<input type="checkbox"/>

Client




www.amey.co.uk

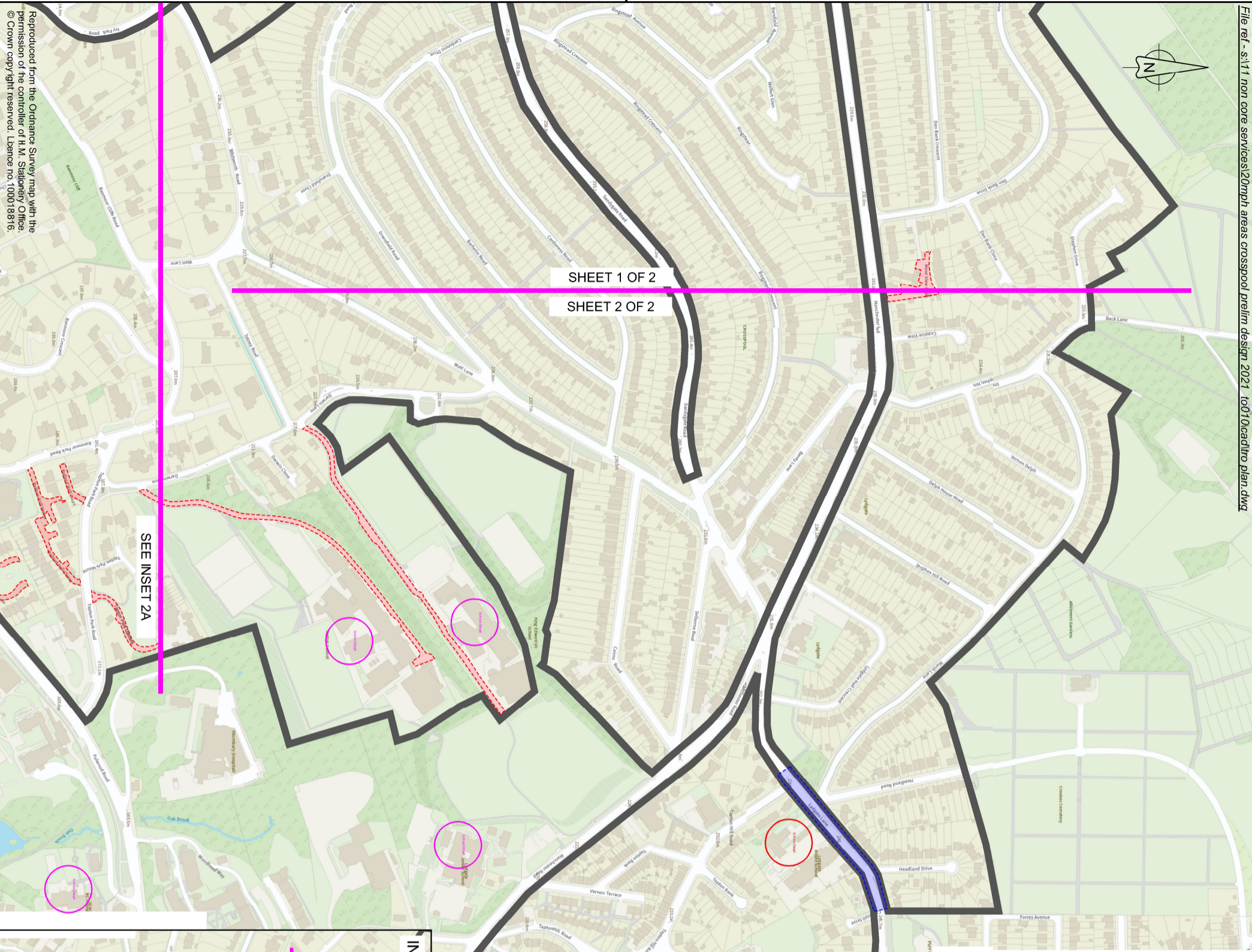
Project Name
Sheffield 20mph Speed Limit Strategy

Drawing Title
Extent of proposed Crosspool 20mph speed limit. Sheet 1 of 2

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

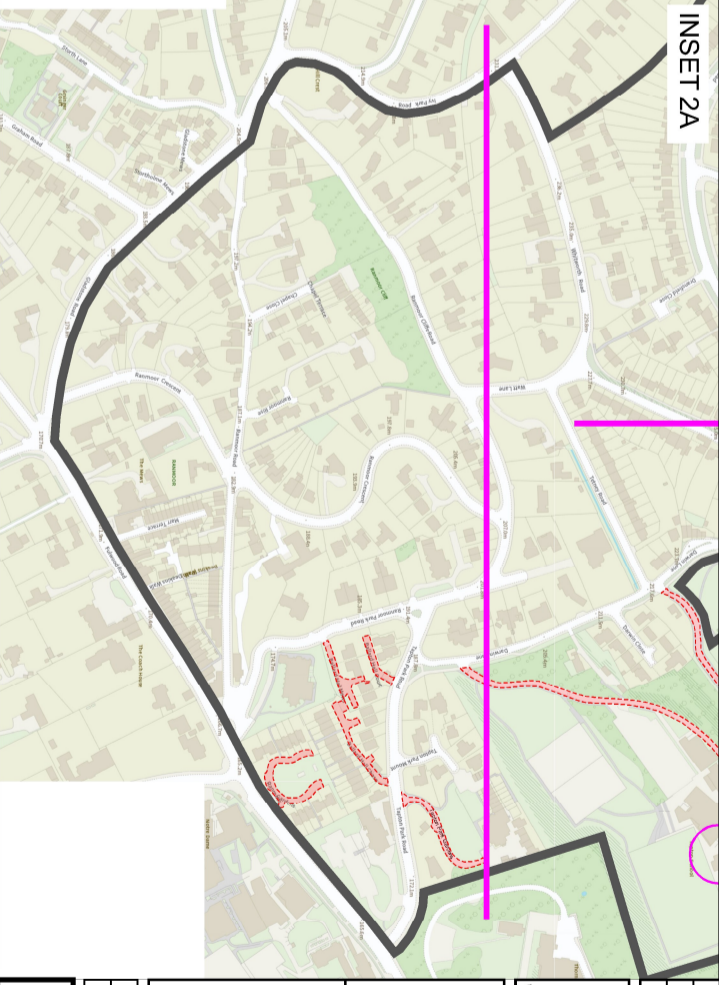
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TR-208013 110-TRO 001 P1

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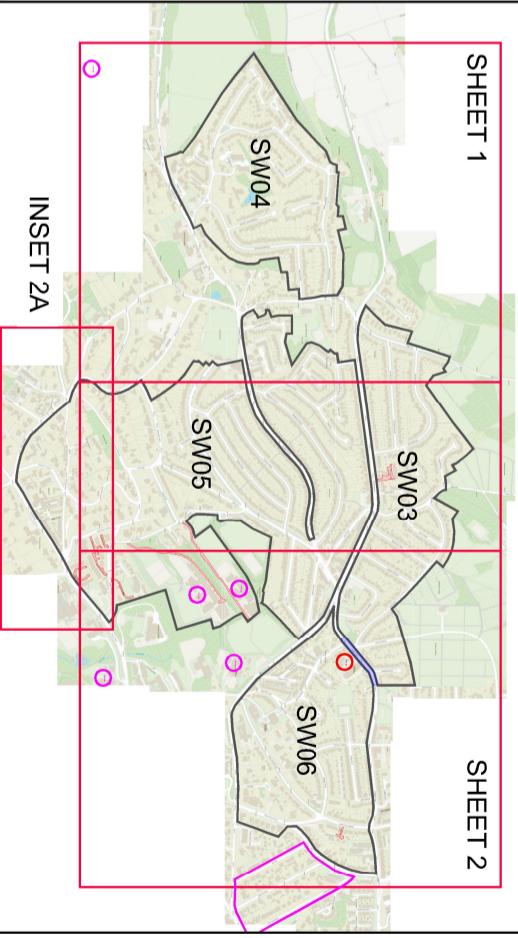


SHEET 1 OF 2
SHEET 2 OF 2

SEE INSET 2A



INSET 2A

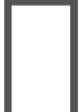







SHEET 1

SHEET 2

INSET 2A

KEY

-  Extent of proposed 20mph speed limit
-  Existing 20mph Area
-  Existing School (Lydgate Infants)
-  Other existing schools
-  Proposed Part time advisory 20 mph speed limit
-  Private Property (To be excluded from works)

P1 Text

Client		amey working with Sheffield City Council	
Project Name		Sheffield 20mph Speed Limit Strategy	
Drawing Title		Extent of proposed Crosspool 20mph speed limit. Sheet 2 of 2	
Original Dwg Size : A3		Dimensions : -	
Scale : NTS		Copyright © Amey	
Drawing No		TR-208013 110-TRO 002	
Rev		P0	

Rev	Revision details	Chkd	Appd	Date
1	Drawn: LG			
	Design: LG			
	Chkd: SMW			
	Appd:			
	Date:			
	Other:			

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Report to Policy Committee

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

Tel: 07785384192

Report of: *Executive Director, City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 June 2022*

Subject: *Report objections to the Traffic Regulation Order for Woodseats 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 Woodseats, report the receipt of objections and set out the Council's response

Recommendations:

- 7.1 Make the Woodseats 20mph Speed Limit Orders as advertised, Speed Limit Order as amended in accordance with the Road Traffic Regulation Act 1984.
- 7.4 Inform objectors accordingly.
- 7.5 Introduce the proposed 20mph speed limits.
- 7.6 Introduce part time, advisory, 20mph speed limits on part of Chesterfield Road

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

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: <i>Richard Cannon</i></td> </tr> <tr> <td>Equalities & Consultation: <i>Annmarie Johnson</i></td> </tr> <tr> <td>Climate: <i>Jessica Rick</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: Damian Watkinson	Legal: <i>Richard Cannon</i>	Equalities & Consultation: <i>Annmarie Johnson</i>	Climate: <i>Jessica Rick</i>
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	Legal: <i>Richard Cannon</i>					
	Equalities & Consultation: <i>Annmarie Johnson</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</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: <i>(Insert date)</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

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.

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 Chesterfield Road outside Woodseats school, reports the receipt of objections and sets out the Council's response

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

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

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. Regrettably, the leaflets delivered door-to-door did not make this clear however recipients may still have made an objection by other means and therefore did not lose their opportunity to make their views known.

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 RESPONSES

There have been 74 responses to the consultation, 7 of these were objections and are detailed in Appendix C below.

Officers have replied to all residents with an acknowledgement or answering specific questions, and clarifying the proposals if required so that the residents are fully informed before making formal approvals/objections to the scheme

Many respondents said that the scheme is unnecessary. Paragraph 2.1

above sets out the reason for reducing the speed limit.

A respondent has queried how the scheme will be enforced. South Yorkshire Police generally target any enforcement on major roads as these are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph speed limit areas will therefore not be subject to routine pre-planned enforcement. Community concerns about speeding at a particular location (for instance outside a school) should be reported to South Yorkshire Police's Local Policing teams.

One comment asks why the scheme is being progressed and questions the accident data. The Council policy is to introduce the 20mph speed limit in all suitable residential areas of the city irrespective of the accident record. It will undoubtedly take time for people to alter long established habits, but even a marginal reduction in average speeds will, over time, contribute to the creation of safer streets.

The scheme's possible contribution to air pollution was questioned. 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.

A few comments request that other restrictions are enforced instead such as inconsiderate parking/no right turns. If there are existing parking restrictions, the Civil Enforcement Officers can enforce and do regularly patrol the City. If there are no parking restrictions and the parking obstructs the road or pavement, the police would need to enforce this, not the Council. A "no right turn" restriction is a moving traffic offence that only the police can enforce.

An objection asks why Woodseats Road is included as the moment is already stunted and it will be a waste of time. Woodseats Road is not proposed to be included in this 20mph scheme. An objection also relates to Chesterfield Road, which is also not proposed to be included in this scheme apart from the part time, advisory restriction outside the school

OTHER CONSULTTEES

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

- 4.1.1 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 Initial Business Case for the Woodseats 20mph scheme was approved by the Transport Board in June 2020

The scheme will be funded by the LTP. The estimated total cost of the scheme is £143,200

The total capital cost of this scheme is £96,200 and is as follows:
£15,810 transport fees (including TRO costs, consultation costs)
£22,262 Amey design fees
Estimated constriction cost £50,000
HMD fees £6450
Procurement strategy cost £1000
Post build speed surveys £500

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £47,000

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 Woodseats. 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

The Cabinet Individual Executive Member has made it clear that 20mph speed limits should continue to be introduced in residential areas in accordance with the City's 20mph Speed Limit Strategy as funds allow.

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

It is also recommended that a part time, advisory 20mph speed limit school be introduced Chesterfield Road outside Woodseats Primary school for the same reasons.

Appendix C Objections

1	<p>My husband does not agree on principal with 20 miles per hour speed limit. He does say if it 'should' go through it should Not be 24 hours a day.</p> <p>My objections: there is no answer to cars having to park partly on pavements in our area to make the traffic flow at all. A lot of heavy traffic uses Woodseats Road in both directions, including buses. The flow of traffic is often stunted. If you impose 20 mph on this road it will just be one big slow moving (less than 20 mph) pile up! I can see the fumes now churning out of these cars (I'm asthmatic and I'm not alone). Chesterfield Road (Woodseats shops) was worse than ever when you altered the road at a crazy cost 10/15 (?) years ago. Not often can you drive freely along that piece of road and 20 mph won't help!!!!</p> <p>The problem is much bigger than that! Again why 20mph per say, what about night time??? Honestly if you think it will avoid some collisions you are deluded!</p> <p>Now 'people are more likely to feel safe when walking and cycling!)about 4 months (+) ago I was walking on the pavement in the shopping area Chesterfield road, in places the pavements are very narrow. People were looking at goods which had been put out by the shops, I was making my way through, when out of the blue a young lad on a skateboard came along, flipped his skateboard at the back to get off, flipped it in the air to catch as they do, but it went straight into my leg. It was painful and cut my leg open. The lad was very apologetic and asked what he could do I told him it was an accident and to go on his way home. People milled around, I was in a bit of shock and just needed to get home and to the hospital. My shoe was full of blood and it wasn't easy or nice but got home and my husband took me to hospital. I am of an age where my skin is thin on my shin so no conventional stitches but I had thirteen broad steri strips to hold it together. Bandaged from toe to my knee. I attended dressing clinic twice a week for six weeks and then just once a week for two weeks. I had to buy some cheap big shoes as I couldnt get one on my left foot. So, an accident but no room on the pavement. I spoke to my local councillor and asked if it might be possible to put a sign say from the Abbey Pub and another at Scarsdale Rd to say No skateboards, electric scooters or Bicycles to be ridden on the pavements I'm the busy shopping area! at the moment there are plenty of Bikes on the pavements and they whip up behind you. I don't believe anything has been done.</p>
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	<p>Just to finish off I believe Cartmell road and Cartmell crescent may be included in this scheme. The crescent is minute and we're lucky to do ten miles an hour and the road is like all old residential areas, covered in cars either side.</p>
2	<p>Why another 20mph near Wood seats school,you made The Dale which going up the back of the school 20mph but NOBODY takes any notice its like a race track and parents don't help with there shocking parking .so I cant see where this is going to work.who is going to police it</p>
3	<p>I would like to lodge my objection to the proposal</p> <p>I've lived here for over 10 years and speeding has never been an issue. I walk around this area two or even three times a day with my dog.</p> <p>If anything the standstill traffic and inconsiderate parking is more of an issue - frequently brought on by the parents doing drop off!</p> <p>The proposal would create lots of issues for residents and businesses in this area.</p> <p>I'd question the number or severity of any injuries in this area ;(worse than others?) and safety hasn't been a concern to me walking or running with dogs and children. Speeding is not an issues in this area purely because the traffic prevents it, we do not need or want additional measures!</p> <p>Please do something instead about the drivers working at the good establishments, inconsiderate and dangerous parents at pick up times and bus lanes</p>
4	<p>What a stupid idea chesterfield road is already a nightmare how about remove some traffic lights to help the traffic move !!!! Your putting move toxic exhaust gases in the air by dropping the speed limit same as the town clean air zone let's push all the traffic for to housing area another stupid idea by ssc !!!</p>
5	<p>I object to the proposals.</p> <p>Sheffield is becoming one of the worst places to drive.</p> <p>One way systems, blocked roads, speed bumps and 20mph zones are cropping up all the time.</p> <p>I believe these measures are unnecessary and do not achieve</p>

	their desired objectives.
6	<p>The Idea of proposing a 20mph speed limit on the stretch of Woodseats road is not only a waste of money but a waste of time.</p> <p>At the times the limit is likely to be imposed, you'd be lucky to reach 10mph due to the shear number of crossings on that stretch. The traffic is constantly stop start.</p> <p>The money would be best spent on policing the number of vehicles turning right from Woodseats road onto chesterfield road, stopping HGV's parking to deliver at Farmfoods during school hours. These HGV's park across the tactile paving leaving you with no other option but to take your life in your hands. Several child have already been knocked over on this road and funding was stopped for a crossing person. Ticketing cars that CONSTANTLY park on the pavements near the barbers and fast food takeaways. At times, you have to walk on a live lane just to get around them.</p> <p>Adding a left turn only at the junction with Chesterfield Road and Scarlesdale Road just after the bus stop coming from the city centre.</p>
7	I am a resident of Woodseats and want to oppose the threat of Woodseats becoming a 20mph zone.

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: 3rd February 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Woodseats. 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 St Woodseats Primary School

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance to Woodseats Primary School on Chesterfield Road. 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 Spring/Summer 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:

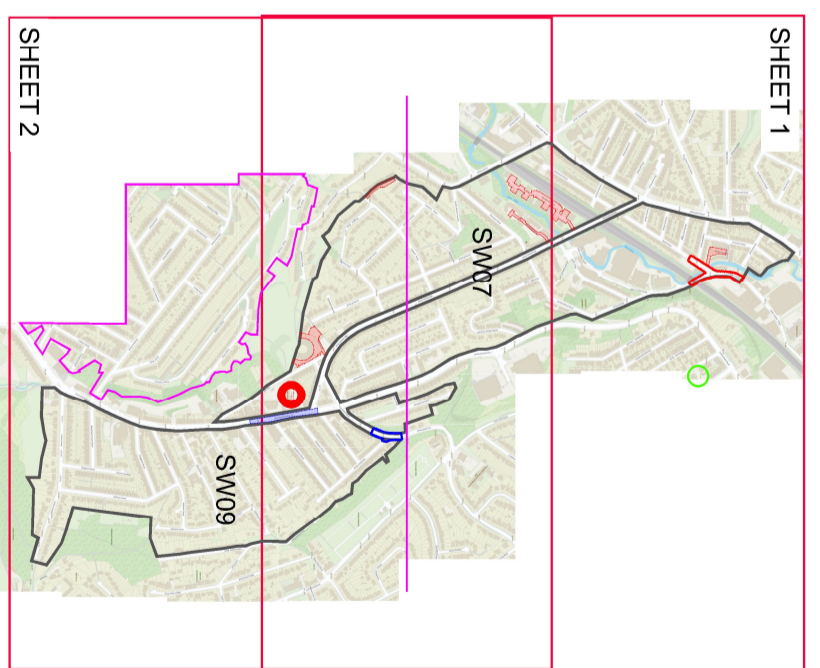
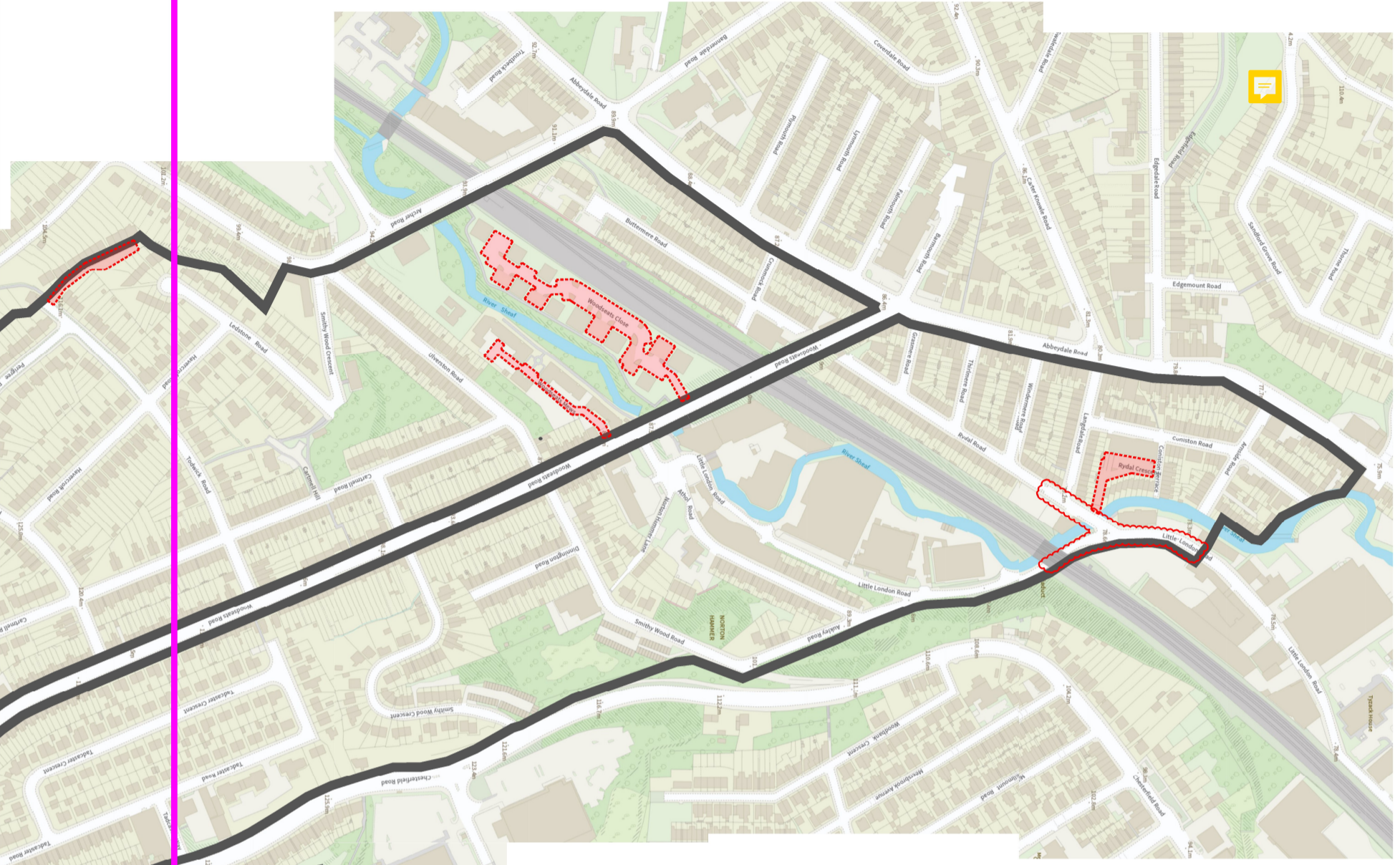
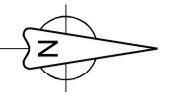
Transport, Traffic and Parking Service, Howden House, 1 Union Street, Sheffield,
S1 2SH

Formal objections must be received by 24th February 2022.

Kind regards

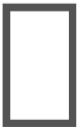


Lisa Blakemore
Senior Transport Planner

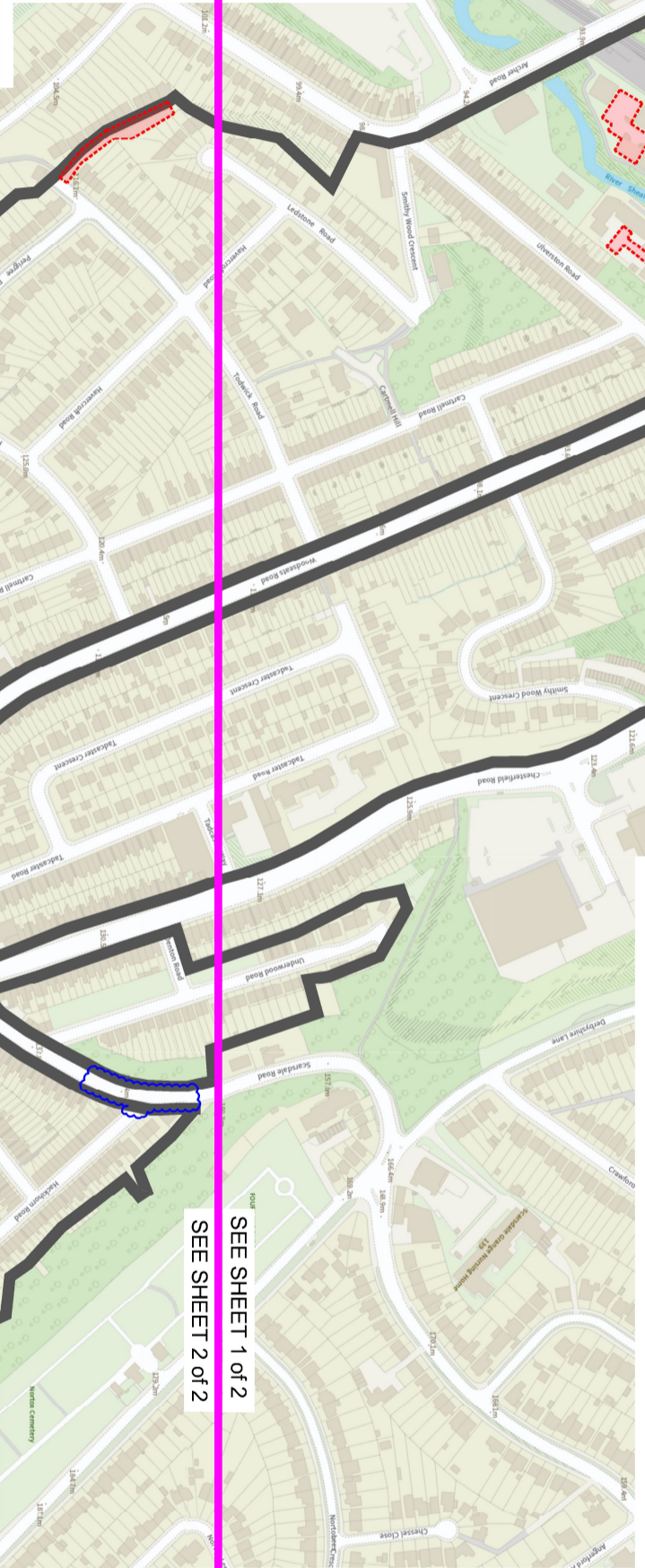
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KEY

	Extent of proposed 20mph speed limit
	Proposed Sheaf Valley scheme
	Private Property (To be excluded from works)



SEE SHEET 1 of 2
SEE SHEET 2 of 2

P1 Text

Rev	Revision details	Chkd	Appd	Date

Drawn: LG	Preliminary	<input checked="" type="checkbox"/>
Design: LG	For comment	<input type="checkbox"/>
Chkd: SMW	For tender	<input type="checkbox"/>
Appd:	For construction	<input type="checkbox"/>
Date:	As constructed	<input type="checkbox"/>
Other		<input type="checkbox"/>



Client
Project Name
Sheffield 20mph Speed Limit Strategy

Drawing Title
Extent of proposed Woodseats 20mph speed limit. Sheet 1 of 2

Original Dwg Size : A3 Dimensions : -
Scale : NTS Copyright © Amey
Drawing No
TR-208013 112-TR0 001 Rev
P0

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Report to Policy Committee

Author/Lead Officer of Report: James Mead,
Flood & Water Service Manager

Tel: 07425 635790

Report of: *Kate Martin*

Report to: *Transport, Regeneration and Climate Committee*

Date of Decision: *15th June 2022*

Subject: *Approval of publication of Flood Risk Management Plan*

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>EIA - 1195</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 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:
Sheffield City Council is a Lead Local Flood Authority (LLFA) and flood Risk Management Authority (RMA) as described in the Flood Risk Regulations 2009. These regulations require the RMAs to identify nationally significant flood risk areas (FRAs) and to prepare Flood Risk Management Plans (FRMPs) for the FRAs that they identify. These plans are required to be reviewed on a 5-year cycle.

The latest FRMPs have been prepared by the Environment Agency working in partnership with LLFAs across England. The draft plans were published online in autumn 2021 and a public consultation was held from 22 October 2021 to 21 January 2022. Following broad support for the plans it has been agreed to publish the final plan in line with the draft document without changes.

Ahead of publication of the final plans in autumn 2022 the Environment Agency has requested that all LLFAs acknowledge our responsibility in writing for our part in the FRMPs and confirm we have internal approval for publication of certain information provided to the Environment Agency.

This report outlines how approval of the FRMP as proposed is to the benefit of the City of Sheffield and will fulfil our responsibilities under the Flood Risk Regulations 2009 in the preparation of an appropriate plan.

Recommendations:

To acknowledge our responsibility in writing, as requested by the Environment Agency, for our part, as Lead Local Flood Authority, in the Humber River Basin Flood Risk Management Plan.

This will fulfil our responsibilities under the Flood Risk Regulations 2009 to identify nationally significant Flood Risk Areas (FRAs) and to prepare Flood Risk Management Plans (FRMPs) for the FRAs that they identify.

Background Papers:

[Humber River Basin District Draft Flood Risk Management Plan 2021 to 2027](#)

[Draft Flood Risk Management Plans - Feedback 18 May 2022](#)

[Sheffield Flood Risk Management Strategy](#)

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>Kerry Darlow</i>
		Legal: <i>Nadine Wynter</i>
		Equalities & Consultation: <i>Annemarie Johnston</i>
		Climate: <i>Jessica Ricks</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</i>
3	Committee Chair consulted:	<i>Cllr Julie Grocutt and Cllr 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>James Mead</i>	Job Title: <i>Flood & Water Service Manager</i>
	Date: <i>7th June 2022</i>	

1. PROPOSAL

- 1.1 The Flood Risk Regulations 2009 require the Environment Agency to identify flood risk areas (FRAs) arising from certain sources and require Lead Local Flood Authorities (LLFAs) to identify FRAs arising from other sources. The Regulations require the Environment Agency and LLFAs to prepare Flood Risk Management Plans (FRMPs) for the FRAs that they identify.
- 1.2 The Environment Agency worked with LLFAs to review first cycle preliminary flood risk assessments (PFRAs) and to identify FRAs for the second cycle in 2017/18. If an FRA arising other than from the sea, main rivers or reservoirs was identified in the LLFA 2017 PFRA, then the LLFA has a statutory duty to prepare a FRMP in this second planning cycle.
- 1.3 **LLFAs are asked to acknowledge responsibility for their part in the FRMPs, consultation and Habitats Regulations Assessments and Strategic Environmental Assessments. LLFAs are also asked to confirm that they have internal approval for publication of certain information provided to the Environment Agency.** Our acceptance in writing back to the Environment Agency has been requested by the end of June 2022 allowing them to publish the plans in the autumn.
- 1.4 Two Flood Risk Areas (FRA) have been identified in Sheffield, the City of Sheffield Surface Water FRA and the Sheffield FRA. These are areas where the risk of flooding is deemed nationally significant for people, the economy and/or the environment (including cultural heritage).
- 1.5 The designation of 2 FRAs, which overlap, is due to the split of responsibilities under the Flood Risk Regulations 2009. For flooding from main river the Environment Agency is the lead Risk Management Authority (RMA) and for other sources of flooding Sheffield City Council is the lead RMA.
- 1.6 The flood hazard and risk maps show that in the City of Sheffield Surface Water FRA some 4,777 people live in areas at risk of flooding from surface water of which 61% are in areas of high risk.
- 1.7 The Sheffield Flood Risk Area (FRA) is susceptible to flooding from the River Don, River Sheaf, Blackburn Brook and Porter Brook. Other smaller watercourses such as River Loxley and Kelham Goyt (tributaries of the river Don) also cause flood risk.
- 1.8 The flood hazard and risk maps show that in the Sheffield FRA some 15,057 people live in areas at risk of flooding from rivers, of which 8% are in areas of high risk.

- 1.9 Also shown to be at risk of flooding from rivers are; 3,646 non-residential properties, 13.17km of road, 16.46km of railway, 18.61ha of agricultural land, and areas of environmental permitting regulations, SSSIs, parks and gardens, scheduled monuments, listed buildings and water abstraction and discharge points.
- 1.10 Sheffield City Council worked with the Environment Agency through 2021 on the development of a joint FRMP. All LLFAs with a FRA agreed to this approach we have not been made aware of any LLFAs that are producing separate FRMPs.
- 1.11 A public consultation on the draft flood risk management plans (FRMPs) ran for 3 months, from 22 October 2021 to 21 January 2022. Consultations response broadly supported the measures proposed and (subject to any technical alignment with the Habitats Regulations) it has been agreed to publish the final plan in line with the draft document without changes.
- 1.12 Strategic Environmental Assessment Environmental reports were prepared in respect of the joint draft FRMPs, the subject of the recently concluded consultation. Natural England will be consulted for approval before the publication of the Habitat Regulation Assessments for each FRMP. The outputs of the Habitats Regulation Assessments will be fed into the final FRMP where necessary, for example, any required mitigation or monitoring.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 FRMPs are strategic plans that set out how to manage flood risk in nationally identified flood risk areas (FRAs) for the period 2021-2027, and are statutory plans required by the Flood Risk Regulations 2009.
- 2.2 The FRMP contains the high-level actions that we are carrying out as outline in Sheffield's Flood Risk Management Strategy. The actions are already included in our Flood Programme for capital investment or in our existing responsibilities as a LLFA to consult and collaborate with our fellow RMAs.
- 2.3 Sign off of the FRMP confirms our ongoing commitment to deliver our flood programme and acknowledges our statutory responsibilities but does not place any direct addition duties or burdens on us in itself.
- 2.4 Maintaining our statutory flood risk role and continuing to invest in flood risk reduction remains a priority for the city. As laid out in our Sheffield Flood Risk Management Strategy we continue to work towards our objectives of:
 - Greater community involvement in managing flood risk
 - Better managed rivers and watercourses
 - Property and transport routes better prepared against flooding

- Enabling sustainable and appropriate development
- Keeping our river valleys open for businesses
- Regenerated waterways better for people and nature
- Ensuring areas downstream are not disadvantaged by our actions

2.5 In the face of a changing climate continued focus on flood risk reduction is crucial to keeping people safe, protecting jobs, and enabling continued growth and investment in our city. The long term aims of our flood protection programme is to:

- Better protect 6,000 homes and over 1,700 businesses
- To protect over 37,000 jobs and avoid over £1 billion of damages
- To enable over 25,000 homes and over 15,000 new jobs
- To free up 46 hectares of developable land and enable £150m of growth

2.6 Analysis carried out elsewhere in the country shows that, as well as the significant economic impacts avoided, the carbon impact of flood risk investment is more than offset by the carbon reduction from the avoidance of flooding damages in clean up, repair and direct damage. As our programme is taken forward we intend to carry out detailed analysis of our Sheffield Flood Programme to better demonstrate this carbon impact avoidance.

2.7 We also aim to work with communities, partners and other council services to improve river maintenance, create new recreation and tourism opportunities, to improve health and wellbeing, and to enable sustainable transport corridors.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 The Environment Agency ran an online consultation on their Citizen Space tool and engaged with stakeholders both nationally and through Area teams to encourage responses. They also ran a social media campaign to advertise the consultation.

3.2 The public consultation on the draft flood risk management plans (FRMPs) ran for 3 months, from 22 October 2021 to 21 January 2022. Approximately 240 consultation responses received, including online and offline responses, with 44 responses specifically for the Humber FRMP. Approximately 195 organisations responded to the consultation, and 40 individuals.

3.3 Headline responses were as follows:

- **Measures in Flood risk areas: 33%** totally agree with the measures for flood risk areas, and **52%** partially agreeing.
- **Measures Outside flood risk areas: 36%** totally agree with the measures outside of flood risk areas, with **48%** partially agreeing.

- **FCERM Strategy: 28%** totally agree that FRMPs support and contribute to the delivery of the FCERM Strategy, with **56%** partially agreeing.
- **Multiple benefits: 22%** totally agree that FRMPs help to deliver multiple benefits for both flood risk management and the wider water environment, with **62%** partially agreeing.
- **Climate change: 30%** totally agree that FRMPs consider the likely impacts of flood risk associated with climate change, with **57%** partially agreeing.
- **Flood plan explorer: 70%** of respondents found it either ok or easy to find measures on flood plan explorer, and **27%** said it was not easy.
- **FRMP information: 77%** of respondents found either most or all of what they were looking within the FRMPs and flood plan explorer.

3.4 A 'Summary of responses' was published on GOV.UK in May 2022.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Vulnerability to flood risk is materially affected by an individual's ability to prepare, respond and recover from flooding. This is a factor of a range of physical and economic circumstances. By investing in flood risk reduction at a city-wide level all people will benefit but those more vulnerable to flooding impacts will benefit more.

4.1.2 Defra's guidance on 'Flood Risks to People' states some people are more vulnerable than others, particularly vulnerable groups include:

- The elderly
- The disabled and long-term sick
- Financially deprived
- Single parents and their children
- The very young, for example infant school children
- Ethnic minorities, particularly those who have poor English language skills
- Newcomers to an area, who may be unaware of local issues
- Campers and other tourists, who may be unaware of local risks
- The homeless
- Work related (e.g. emergency services, heavy industries less able to relocate)

4.1.3 Experience of flooding has also been shown to be significantly detrimental to people's mental health. Better overall health outcomes will result from reduced exposure to flood risk. We also hope to achieve wider community wide health benefits from increased access, improved

amenity and by contributing to nature recovery along our river corridors.

4.2 Financial and Commercial Implications

- 4.2.1 The endorsement of the FRMP has no direct financial or commercial implications. Capital requirements for investment and ongoing revenue costs of our LLFA duties are already accounted for in existing programmes and budgets.
- 4.2.2 **Not** endorsing the plan could result in significant revenue and resource implications should we be required produce our own independent FRMP.

4.3 Legal Implications

- 4.3.1 FRMPs are a legal requirement under the Flood Risk Regulations 2009.
- 4.3.2 Were we not to endorse this plan as prepared in partnership with the Environment Agency we would be required to prepare our own.

4.4 Climate Implications

- 4.4.1 The Flood & Water Programme will be delivered by a range of projects whose carbon impacts will be assessed individually. Some heavy civil engineering will be required but many other more natural solutions will be delivered by the programme. Beyond direct flood risk intervention, a key pillar of the programme will be community engagement and raising flood risk awareness.
- 4.4.2 We will look to develop hierarchies of interventions for our flood schemes to favour interventions with reduced carbon impacts and include this in project briefs going forward.
- 4.4.3 Studies carried out elsewhere in the country show that carbon impacts avoided by reducing flood damages significantly outweigh the carbon impacts of flood risk interventions. In addition, communities better prepared for flooding will suffer less damages, so our community engagement will create carbon reductions in recovery and clean up.
- 4.4.4 We have identified potential measures that can be used to demonstrate the reduction in carbon impacts intend to carry out further detailed analysis of our own programme to better demonstrate this. We will be assessing each individual project in the programme to minimise its carbon impact in delivery and operation.

4.5 Other Implications

- 4.5.1 The sign off of the FRMP does not place any additional burdens on Sheffield City Council. The plan recognises and lays out our ongoing work and planned investment in flood risk reduction.

Having nationally significant Flood Risk Areas in Sheffield highlighted in the FRMP is potentially useful for us in making the case for investment to funders and in securing support from the Environment Agency in delivery. A continued focus on reducing the city's exposure to flood risk also delivers broader benefits beyond the direct economic and environmental benefits. For example experiencing flooding has been shown to be severely detrimental to mental health. By contrast improving amenity and public open space through the scheme will deliver health benefits to the wider community.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 No reasonable alternative exists, we are being asked to endorse the plan already prepared in partnership and consulted on. FRMPs are a statutory requirement.
- 5.2 If we were not to sign up to the Regional Plan as prepared in partnership with the Environment Agency, then we would be required to prepare our own Sheffield specific FRMP from scratch. This would have significant resource implications and a significant unbudgeted revenue cost.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Flood Risk Regulations 2009 require the Flood Risk Management Authorities (RMAs) to identify nationally significant flood risk areas (FRAs) and to prepare Flood Risk Management Plans (FRMPs) for the FRAs that they identify. These plans are required to be reviewed on a 5-year cycle
- 6.2 The Environment Agency, given its strategic oversight of flood risk across England, has led on the production of the latest FRMPs. Sheffield City Council, in common with our fellow Lead Local Flood Authorities (LLFAs), have worked with the Environment Agency in preparing these plans. Ahead of their publication of the finalised plans **the Environment Agency has requested that all LLFAs acknowledge our responsibility in writing for our part in the FRMPs and confirm we internal approval for publication of certain information provided to the Environment Agency.**
- 6.3 Sheffield City Council Approval of the Humber River Basin FRMP confirms our ongoing commitment to deliver our flood programme and acknowledges our statutory responsibilities but does not place any direct addition duties or burdens on us in itself.
- 6.4 Were we not to endorse this plan, as prepared in partnership with the Environment Agency, we would be required by the Flood Risk

Regulations 2009 to prepare our own. Significant revenue and resources would be required to produce our own independent FRMP. This would result in delays and an additional unbudgeted cost.

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