

Transport, Regeneration and Climate Policy Committee

**Wednesday 21 September 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
Kubo
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 working 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
21 SEPTEMBER 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. Minutes of Previous Meeting** (Pages 11 - 28)
To approve the minutes of the last meeting of the Committee held on 15th June 2022.
 - 6. Public Questions and Petitions**
To receive any questions or petitions from members of the public
 - 7. Work Programme** (Pages 29 - 54)
Report of the Director of Legal and Governance.
- Formal Decisions**
- 8. Budget Proposals for year 2023/2024** (To Follow)
Report of the Director of Finance and Commercial Services.
 - 9. Revenue Budget Monitoring - Month 04** (Pages 55 - 62)
Report of the Executive Director, Resources
 - 10. Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan** (Pages 63 - 90)
Report of the Executive Director- City Futures.
 - 11. Shalesmoor Gateway** (To Follow)
Report of the Executive Directive – City Futures.
 - 12. School Streets** (Pages 91 - 148)
Report of the Executive Director- City Futures.

- 13. Manor Park 20mph Traffic Regulation Order Objections** (Pages 149 - 170)
Report of Executive Director-City Futures.
- 14. Handsworth 20mph Traffic Regulation Order Objections** (Pages 171 - 190)
Report of Executive Director-City Futures.
- 15. Local Centre Disabled Bays, Woodhouse TRO objections** (Pages 191 - 208)
Report of Executive Director-City Futures.

Other Items

NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Thursday 24 November 2022 at 10.00 am

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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Transport, Regeneration and Climate Policy Committee

Meeting held 15 June 2022

PRESENT: Councillors Mazher Iqbal (Co-Chair – In the Chair) Julie Grocutt (Co-Chair), Mazher Iqbal (Co-Chair), Christine Gilligan (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Craig Gamble Pugh, Dianne Hurst, Ruth Mersereau and Richard Shaw

1. APOLOGIES FOR ABSENCE

1.1 There were no apologies for absence.

2. EXCLUSION OF PRESS AND PUBLIC

2.1 No items were identified where resolutions may be moved to exclude the public and press

3. DECLARATIONS OF INTEREST

3.1 Councillor Richard Shaw declared a personal interest in Agenda Item No. 7, Budget Monitoring Report Month 01, 2022/23, as his employer is a tenant at Electric Works, which is referred to in the papers.

3.2 Councillor Andrew Sangar declared a personal interest in Agenda Item No. 10, 20mph Speed Limit Scheme in Crosspool, as a local ward Member.

3.3 Councillor Ian Auckland declared a personal interest in Agenda Item No. 11, 20mph Speed Limit Scheme in Woodseats, as a local ward Member.

4. PUBLIC QUESTIONS AND PETITIONS

4.1 The Policy Committee received an electronic petition “Stop Cross Border Vehicles Using SCC Bus Gates/Lanes, Approved Test Centres”. There was no speaker to this petition. The petition was noted and the petitioner be provided with a written response in respect of the cross border vehicle issue. The approved test centre issue be referred to the Waste & Street Scene Policy Committee.

4.2 Question from Geoff Cox, representing the South Yorkshire Climate Alliance:

I would like to remind the Committee of the Arup report, the question relates to decarbonisation of privately owned housing stock; will the Council set up a impartial advice centre for homeowners who wish to invest in this way? It will stimulate the market and have regeneration and climate benefits for a relatively small investment.

The Chair stated that he would be meeting with the petitioner next week to discuss the issue further. Earlier this year the Climate Change, Economy and Development Transitional Committee undertook a short review of domestic retrofit in Sheffield. The review acknowledged the urgency of acting on climate change and the need to push forward at our earliest opportunity to introduce and support Domestic Retrofit in Sheffield. A report is being drafted on the back of these sessions and will be shared with the committee and relevant officers to consider how we move forward, including how we support homeowners to decarbonise their properties. The Council will further explore how it supports and delivers retrofit programmes as part of the development of a Housing Decarbonisation Route-map for the city, and will include engagement with residents, communities and other organisations across the city to support delivery.

4.3 Question from David Cobley:

In Month 1 of this financial year SCC have an overspend of circa £19m of which the Transport Regeneration & Climate budgets have contributed £1.7M and further against this Streetscene and Regulation, which includes Parking, has contributed an overspend of £1.1m for Month 1.

In answer to a FOIR, Highways Officers have advised this scheme will cost some £650,000 to set up, will incur annual running costs of £241,000 and will achieve income of only £57,000 annually. This amounts in round terms to costing over 4 times more to run against income perceived... I repeat 4 times as much! Leaving aside that the TRO consultation has provoked considerable opposition – ie it is a fact that by even by 23 March 2022 1077 responses had been received of which 895 were objections ,that well in excess of 2000 individuals have signed a petition asking for the scheme to be abandoned, then in order this committee can provide maximum budget savings to offset the aforementioned overspend ,which in itself could lead to commissioners being appointed by central government, then my first question is whether or not the Scheme is already accounted for in the financial budget for 2022/23?

2. Secondly If so then would it not make financial common sense to abandon the current scheme in its entirety forthwith vis the current savings now required by the Director of Finance?

3. Thirdly If not then will the council be able to justify a future scheme which runs at a considerable year on year loss in any event?

4. For my final question a local councillor stated in writing on the Norfolk Park Facebook site on 17 October 2019 that “Residents will have an opportunity to design a scheme.....” “... it won’t be a council one imposed on them” “... it won’t be huge or it’ll be too unwieldy”

None of this has happened except the scheme covers some 67 roads across 2 wards and is indeed unwieldy! Councillors Fox and Miskell have also stated at the last LAC East meeting and in an email that if the majority of residents are not in favour of the scheme it will not be imposed by the Council.

Could you please confirm the number of responses to the Citizen Space survey and also the number responding to the council by separate email and letter. In each case please confirm the number of responses which objected to the scheme.

The Chair stated that the Budget monitoring item will be on every agenda of this committee to monitor it. Current schemes are proposed in line with the 2018 Parking Strategy, which sets out the ways in which we will manage parking in order to achieve our wider aims in transport and land use planning. The scheme consultation has provided residents and local businesses the opportunity to comment on the proposals and this will be reported in full, along with survey data, to the Committee meeting in September 2022 to decide whether a scheme, in some form, should proceed to implementation.

The cost and income figures that have been quoted are estimated figures based on the scheme size at this time. The scheme is still in the early stages of development and assumptions have been made at this point. As the scheme moves to its design stage and the number of bays are established, the figures for the installation, administration and income related to the scheme will become more precise.

The £57k annual income is an estimate based on the potential number of permits expected to be issued, – at this stage it does not include the potential revenue from pay and display bays or Penalty Charge Notices. We will be reviewing the potential scale of this income as part of the scheme development but our initial estimates indicate that it is expected that this would cover the annual running costs and partly offset the initial implementation costs. The full financial implications will be reported to Committee as part of the decision making process.

Results of consultation: Citizen space - 1088 responses, 879 objections, 37 in support and the remainder did not give an answer to this question and neither objected or supported in their written text.

Emails - There have been 260 emails into our inboxes. 128 of these were objections, 7 were in support and the remainder were asking questions about the scheme or requesting paper copies of plans.

Letters - We have received 15 letters. 13 were objecting to the scheme, 2 were supporting the scheme.

With regard to Councillors comments, it is important that we listen to residents, regardless of their comments being positive or negative. There is a commitment to keep residents informed throughout and the decision will be taken in September after taking on board all comments.

4.4 Question from David Cobley:

For over 30 years the residents of Donnington Road and Norfolk Park Avenue have continued to campaign for some form of traffic calming/speed reduction measures given the fatal accident which took the life of young Georgina Stubbs. Subsequent to that accident No right and left turn restrictions were imposed at the junctions of Essex Road, Holdings Road, Donnington Road with St Aidans Road. Unfortunately, these restrictions are largely ignored by those using the roads, in

particular Donnington Road, be they locals or those using it as a rat run with dozens of vehicles ignoring the restrictions daily. South Yorkshire Police cannot or will not reply to a FOI asking the numbers of Penalty Notices issued to the literally 100's of drivers ignoring the restrictions. The guess amongst locals is that these breaches are not being policed and the situation is worsening daily with no Notices actually issued

For the last 3 years or so our Councillor Richards has been leading attempts to install some form of traffic calming but without success and consultations we were told would occur on 3rd and then 10th March 22 have not happened. However in the last few days she has informed us that " I have been assured that the Donnington Rd plans have been drafted. I have seen an early draft. As you know, no traffic calming is being undertaken by the council due to costs but we have indicated that we would use our CIL money to implement a scheme." and further she said that the CIL money is already there to use now.

Assuming this is correct it is disconcerting not to see any mention of such plans etal in the work programme. Could you please confirm that a draft scheme for traffic calming measures etc for the roads in question is in draft form, that the finance is available via CIL and when the consultation will occur."

The Chair stated that the local Member had requested that options for Traffic Calming on Donnington Road were developed by our Engineers. As we currently look to prioritise investment in accident saving schemes based on Citywide accident data, this site is not included in this years programme. The developed options have been sent to the Local Area Committee to decide whether they can fund such a scheme.

However, following a recent change to legislation the Council do now have the opportunity to choose to apply for enforcement powers to use camera enforcement for moving traffic offences such as people driving through banned turns, the wrong way on one-way streets, etc.

Given the limitations on current SY Police resources this would potentially provide an ability for SCC to take action at locations such as this where the abuse of restrictions is having an adverse impact on safety, wellbeing and effective movement of traffic. This will be the subject of a future committee paper. Regarding the Freedom of information request to the Police I would suggest that you contact Police and Crime Commissioner.

4.5 Question from Steve Burgin in relation to the Park Hill/Norfolk Park permit scheme:

Given

- The council is heading for an £18m - ~£60m plus shortfall in 22/23.
- 90+% of respondents in the consultation were not in favour of the scheme.
- Initial council calculations show a loss of £184k per year on running costs vs income.
- The proposed scheme would cost 4.22 times more to run than it would bring in.
- And in line with Cllr Fox's statement at the last LAC (witnessed, currently

un-minuted, but to be corrected) that if the 'local community' didn't want the scheme it would be shelved,

Can this committee now formally close down the proposed scheme and if necessary, work with local residents on the roads affected to realise a solution?

The Chair referred to the response to the earlier question and stated that the decision will be taken by the committee in September and gave a commitment to something that works for the community.

4.5 Question from Sandra France about the Park Hill and Norfolk Park parking scheme:

Why has the communication and administration of this scheme been so poor ? Residents have asked many times for a meeting or workshops with Councillors and the Transport Dept to answer questions about this scheme and have had no response. This was also promised at the Full council meeting. Some houses affected have not even received notifications or letters about this scheme, how can they comment on this. The whole administration and communication has been appalling, with conflicting or no information being given and no responses to emails or queries. Our councillor always promising to find out and get back to residents but never does.

This proposal has upset so many people, worried their road is going to look like a car park and having to find extra money. I would hope that Sheffield Council has learnt lessons from the Tree Saga which was and continues to be an embarrassment to Sheffield. It has been noted many times that peoples experience of engaging with the Council is not positive and difficulties getting responses to concerns and issues.

Please listen to the concerns of our neighbours, your constituents, and engage with us. Councillors keep saying they want to work together to deliver a better future for Sheffield and listen to their constituents more, so do this. I would like to add that you have said you will involve us in the final decision in September and I hope this will be done and also be involved in the traffic calming decisions.

The Chair stated that the size of the Parkhill scheme meant that it was decided to send out a postcard with important information (such as scheme operation times, permit prices etc) and have the plans available online and in two designated public spaces. We also offered to send out copies of plans showing the restrictions outside individual resident's houses should people not be able to access the plans any other way. Many residents took us up on this offer.

We have sent out 1 leaflet and a follow up letter extending the consultation deadline. We were aware of an error on the Citizen Space survey where the incorrect scheme operation times were displayed but this was corrected within 24 hours. The post cards were delivered by Royal mail. We were informed of some addresses that had not received a postcard and we then followed up and sent out additional postcards as soon as we were made aware. We extended the consultation end date to ensure these people had enough time to submit a response to the scheme. There were also A3 street notices placed on every street

about the scheme and how to find out more information.

33% of residents and businesses have been in touch through our consultation which is a high response rate. It is disappointing that you (Ms France) feel that the administration and communication has been appalling. All emails that have come into the “parking scheme” inbox in relation to this scheme have been acknowledged and any specific queries have been answered.

Specifically relating to Ms France, the client Officer for the scheme has had several email exchanges with her. She has also visited her home to hand deliver plans and spare leaflets, as requested, as well as an in-person conversation about the scheme during one of these visits. We don't get it right all of the time and for that I apologise. We need to ensure information is identified as important for residents. Concerns were picked up by officers and efforts made to ensure the right information was made available.

4.6 Question from Nigel Slack:

On the 6th May 2022, LRC UK Ltd, as the owners of Chapel Walk House, were served an improvement notice for the apartments (common parts) based on the Council's belief that a 'Category 1 Hazard exists at the premises and remedial action is required'. A Category 1 Hazard is defined as having 'a serious and immediate risk to a person's health and safety' under the Housing Health and Safety Rating System. It also indicates that the remedial work must begin by 28th June 2022.

What exactly is the hazard this notice covers? Has any response been received from LRC UK Ltd about the issue and will they commence the remedial works within the timescale? Why has it taken so long for the hazard to come to light, when the development was approved in May 2017 and has already included a 6 month halt in work, from November 2017, due to asbestos contamination? The apartments finally opened in March 2021, how many people have been exposed to this 'Category 1 Hazard' since then, either within the apartments, the retail premises or on the street? What more can SCC say about the process from here and whether there are ongoing hazards to tenants of the apartments or anybody else?

The Chair stated that as the notice was served by the Housing Team, the question should be referred to the relevant Housing Committee. A written response will be provided.

4.7 Question from Nigel Slack:

Congratulations to SCC in retaining the important role of 'Heritage Champion' within the city's new Committee Structure. This was not a foregone conclusion during the transition process but, following input from the public engagement process, I am pleased to see the retention of the Champion role. Congratulations to Cllr Ridler, I hope she sees the value of the role in protecting and promoting the role of Heritage spaces in the Sheffield economy (estimated at £240M a year). It will be challenging in the face of the city's budget problems but a gentle

reminder that once heritage is sold or demolished it is lost forever.

How will the role of the heritage champion fit into the work of this committee?

The Chair stated that the Committee both notes and welcomes the continuation of the role of Heritage Champion, which is important for a city such as Sheffield given its rich and varied heritage offers. We wish Cllr Ridler every success and also extend our thanks to Cllr Mike Drabble for the time and commitment he has dedicated to this role in the past. The Heritage Champion will be able to influence positively the various workstreams this committee will lead on, and I am sure this will include working closely with officers and partners on key city projects. In fulfilling this role, the Heritage Champion will be able to provide feedback to this and other Committees moving forward, ensuring heritage is represented in the positive light that it should be.

4.8 Question from David Bamford, in respect of the Active Travel Round 3 funding. David did not attend the meeting and will be sent a written response to his question.

4.9 Question from Bridget Ingle:

I would like to say that Sheffield City Council is doing a fantastic job with its regeneration of the city. Why is Sheffield City Council not taking a more proactive approach to removing graffiti tagging from Sheffield City Centre? It is even ignored in and around the key regeneration areas of the Heart of the City.

While I appreciate that Leeds and Sheffield are different cities, there is not one piece of graffiti tagging in their centre. Sheffield and Leeds both have the same graffiti removal policies. And presumably similar financial constraints. Why is it possible in Leeds and not Sheffield? It has a major impact on Sheffield's streetscene and its reputation for being dirty and untidy.

The Chair stated that an uplift survey was commissioned by Highways Maintenance Division and the City Centre Management Team and will involve a purge on a number of high profile, privately owned areas to provide a general uplift to the core retail and hospitality areas of the city centre to make these areas more appealing for the summer months. This will include use of a cherry picker to remove prominent graffiti from high levels such as above shop canopies on the Moor to provide a more welcoming streetscene aesthetic.

It is envisaged this "push" on privately owned buildings will require repeated and sustained removals over the coming months will also include city gateways, as well as City Centre Management Team liaising with the businesses themselves to enable them to manage their own graffiti moving forward, endeavouring to creating a city centre where graffiti is obliterated as soon as it is done in order to render practices such as tagging pointless for those undertaking it their tag no longer lingers in situ.

The Council's highways maintenance division have reached out to all major utility cabinet companies (BT Openreach and Virgin Media) and asked for a push from

their side in repainting their infrastructure in the city centre. Funding has been identified and businesses in the target areas have been written to and informed of the cleaning which will commence on the 13th June , works to be completed in time for the University Open days and the Euro's.

A new group has been created to look at a long term partnership solution this includes partners from SYP , BTP , Sheffield BID and other external bodies such as the Universities.

- 4.10 Question from Claire Mappin, in respect of "Event Central" 20-26 Fargate. Claire was unable to attend and will be provided with a written response.
- 4.11 Questions from Emily Griffiths, in respect of decision making, engagement and school street pilots. Emily was unable to attend and will be provided with a written response.
- 4.12 Question from Nasar Raoof, GMB, Branch Secretary, with responsibility to represent Taxi Drivers in the region:

Members are going through a tsunami of debt, due to Covid 19 pandemic, increases in bills and fuel prices. Pre lock down the cost of vehicles was nowhere near the market value for new and used vehicles now. Part used vehicles are now 15-20k and new over 25k. Paying that as a working-class Taxi Driver is very hard, so are now urging Sheffield City Council to reconsider the financial support it is giving, or alternatively, follow Greater Manchester, putting investment into incentives and consult the trade. Due to lock down and measures such as cycle lanes and working from home, have reduced emissions. Red areas are now coming into amber or green, so we would ask for a new assessment to be done and for now a pause on clean air zones, until a better assessment can be made. They are spending a lot of time doing benefits and hardship claims for drivers. Would urge the Council to follow suit like Andy Burnham has done in Greater Manchester, tell the Government to dig deep in terms of support and put the initiative on hold for 2-3 years. Stand in support of a community that has helped the community during the pandemic.

The Chair stated that the question was submitted after the deadline for this committee, so a detailed response isn't available immediately. He stated that the cost of living crisis is impacting everyone. This Council is formally signed up to the CAZ. Government are due to sign this off in the next 7-10 days. I can give a commitment today to ask Officers to take on board the comments made. Officers confirmed that a decision had been taken on 12/10/21 that led to the submission of our final business case and we are expecting the Government's decision soon.

The Chair identified that financial assistance is key, and options should be considered. The Committee needs to be furnished with the up to date figures with regard to air pollution. Officers indicated that the Council had been seeking approval from government to make changes to financial support for replacement vehicles. Funding of £20.4m has currently been awarded. Should this be successful, a further £8m stretch fund can be drawn down if required. It was noted that a Members briefing was to be set up and a meeting with Taxi drivers

GMB representatives was to be set up. The Chair stated that a written response would be provided.

5. TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE OVERVIEW

- 5.1 A presentation providing an initial overview of the service area for the new committee was introduced by Kate Martin, Executive Director, City Futures.

The presentation covered the role, scope and remit of the Committee. The slides cover the service areas and policy issues the Committee covers. She stressed the transformational nature of the services covered, sitting within the City Futures portfolio.

The presentation covered the following policy areas:

Regeneration and Property Services

- City Centre Vision and Heart of the City
- Physical regeneration of other areas of the City
- Levelling up funding
- Stocksbridge town centre

Planning and Local Plan

- Future sustainable development
- Design standards
- Protection of Green spaces and Heritage
- Land for new homes and jobs

Strategic Transport and Infrastructure

- Connecting Sheffield
- City Region Sustainable Transport
- Economic and Environmental issues
- Net zero
- Managing flood and water

Members received and noted the details of the presentation and thanked officers for the detailed information. With regards to the next steps on the Local Plan it was stated that, prior to the decision making stage, there would be an internal process of sharing details of draft sites, before wider public consultation. The outcomes of the Active Travel Phase 3 bid was discussed and it was stated that a briefing with members could be arranged on this issue.

6. WORK PROGRAMME

- 6.1 The Committee received a report containing the Committee's Work Programme for consideration and discussion. The aim of the Work Programme is 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. It was highlighted that this is a live document and Members input to it was invaluable. Sections 3-5 in the report; References from Council and petitions were noted.

It was noted that Members would consider the content of the Work programme in detail over the summer, before the next meeting. Members referred to the Sheaf Valley cycle route scheme proposals and it was noted that there will potentially be a need to bring this issue forward for a decision urgently to ensure that the scheme can move forward for delivery. It was also stated that Community Infrastructure Levy was an issue that this Committee may wish to consider as part of its Work Programme.

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

1. agrees the Committee's Work Programme as set out in Appendix 3; and
2. agrees to give consideration to any further issues to be explored by officers for inclusion in the next work programme report, for potential additions and adjustments to the work programme.

7. **BUDGET MONITORING REPORT MONTH 01, 2022/23**

7.1 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.

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

1. notes the Council's challenging financial position and the Month 1 position;
2. notes the budget timetable set out in the report including the requirement for the Committee to plan to develop budget proposals over the course of the summer;
3. notes that the Strategy and Resources Committee agreed 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"; and
4. agrees to 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, and to discuss opportunities for income generation.

7.3 **Reasons for Decision**

- 7.3.1 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.
- 7.3.2 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.
- 7.3.3 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.

7.4 **Alternatives Considered and Rejected**

- 7.4.1 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.

8. **SHEFFIELD LOCAL TRANSPORT PROGRAMME 2022/23**

- 8.1 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.

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

1. approves the proposed 2022/23 Local Transport Plan capital programme and the indicative allocation as attached in Appendix A to the 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; and

2. 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.

8.3 **Reasons for Decision**

- 8.3.1 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:
- 8.3.2 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.
- 8.3.3 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.

8.4 **Alternatives Considered and Rejected**

- 8.4.1 '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 would be not introduced, the opportunity for economic, environmental and societal benefits would be missed.
- 8.4.2 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.

9. **DOUBLE YELLOW LINES – WOLSELEY ROAD/STAVELEY ROAD AND GLOVER ROAD/LONDON ROAD**

- 9.1 The report seeks approval for the Wolseley Road / Staveley Road and Glover Road /London Road cycle improvement schemes as shown in Appendix 'A' and 'B' of the report and seeks 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.
- 9.1.1 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.
- 9.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-

1. approves the Wolseley Road / Staveley Road and Glover Road /London Road cycle improvement schemes, as shown in Appendix 'A' and Appendix 'B' of the report;

2. that the associated Traffic Regulation Orders as shown are made, subject to authorisation of the project through the capital gateway process; and

3. that arrangements be made for the Members of this Committee to visit the Sheaf Valley Active travel route.

9.3 **Reasons for Decision**

9.3.1 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.

9.3.2 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.

9.3.3 Officers have carried out a consultation with statutory consultees and frontages, making changes to parking and loading restrictions where possible.

9.4 **Alternatives Considered and Rejected**

9.4.1 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.

9.4.2 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.

9.4.3 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.

10. **20MPH SPEED LIMIT SCHEME IN CROSSPOOL**

10.1 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.

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

1. agrees to make the Crosspool 20mph Speed Limit Orders as advertised, Speed Limit Order as amended in accordance with the Road Traffic Regulation Act 1984;

2. Inform objectors accordingly;

3. Introduce the proposed 20mph speed limits as advertised; and

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

10.3 **Reasons for Decision**

- 10.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 10.3.2 the former Executive Member 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.
- 10.3.3 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.
- 10.3.4 It is also recommended that a part time, advisory 20mph speed limit be introduced on Lydgate Lane outside Lydgate Primary school for the same reasons.

10.4 **Alternatives Considered and Rejected**

- 10.4.1 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.

11. **20MPH SPEED LIMIT SCHEME IN WOODSEATS**

- 11.1 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
- 11.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee:-
1. agrees to make the Woodseats 20mph Speed Limit Orders as advertised, Speed Limit Order as amended in accordance with the Road Traffic Regulation Act 1984;
 2. Inform objectors accordingly;
 3. Introduce the proposed 20mph speed limits; and
 4. Introduce part time, advisory, 20mph speed limits on part of Chesterfield Road

11.3 **Reasons for Decision**

- 11.3.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment
- 11.3.2 The former 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.
- 11.3.3 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.
- 11.3.4 It is also recommended that a part time, advisory 20mph speed limit be introduced on Chesterfield Road outside Woodseats Primary school for the same reasons.

11.4 Alternatives Considered and Rejected

- 11.4.1 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.

12. APPROVAL OF THE HUMBER RIVER BASIN DISTRICT FLOOD RISK MANAGEMENT PLAN

- 12.1 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.

The 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.

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

1. acknowledges the Council's 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; and

2. notes that 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.

12.3 Reasons for Decision

12.3.1 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

12.3.2 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.

12.3.3 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.

12.3.4 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.

12.4 Alternatives Considered and Rejected

12.4.1 No reasonable alternative exists, we are being asked to endorse the plan already prepared in partnership and consulted on. FRMPs are a statutory requirement.

12.4.2 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.

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Report to Transport, Regeneration and Climate Committee

21st September 2022

Report of: Gillian Duckworth, Director of Legal and Governance

Subject: Committee Work Programme – Transport, Regeneration and Climate

Author of Report: Sarah Hyde, Democratic Services Team Manager

Summary:

The Committee's Work Programme is attached at **Appendix 1** 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 report, where applicable:

- Questions and petitions from the public, 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 (See **Appendix 1**)

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

Recommendations:

1. That the Committee's work programme, as set out in **Appendix 1** be agreed, including any additions and amendments identified in **Part 1**;
2. That consideration be given to the further additions or adjustments to the work programme presented at **Part 2 of Appendix 1**;
3. That Members give consideration to any further issues to be explored by officers for inclusion in **Part 2 of Appendix 1** of the next work programme report, for potential addition to the work programme; and
4. that the referrals from Council and Local Area Committees (petition and resolutions) detailed in **Section 2** of the report be noted and the proposed responses set out be agreed.

Background Papers: None

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

2.0 References from Council or other Committees

2.1 Any references sent to this Committee by Council, including any public questions, petitions and motions, or other committees since the last meeting are listed here, with commentary and a proposed course of action, as appropriate:

Issue	Environmental Report for Owlthorpe Fields
Referred from	South East LAC on 29 th June 2022

Details	A representative from the Friends of Owlthorpe Fields came to the stand and issued the South East LAC with an independent environmental report they had commissioned for the fields and their environmental importance and value.
Comments/ Action Proposed	This has since been resolved and has now been referred to the Sheffield Local Wildlife Sites Group. No action proposed.

Issue	Holme Lane area traffic & parking survey
Referred from	Central LAC on 13 th July 2022
Details	Traffic issue raised in survey
Comments/ Action Proposed	This area is a known for congestion and has been outlined as an operational constraint for bus and tram services. As such, it has been indicatively identified as part of the A61 North, City Regional Sustainable Transport Settlement. This will include further investigation of the issues outlined.

Issue	Funding for bus services in North Sheffield.
Referred from	North LAC on 7 th July 2022
Details	<p>The following public question was raised at the North LAC meeting on 7 July 2022:</p> <p>“Unfortunately I cannot make the meeting as I do not drive but please could a suggestion be put on my behalf. I live at Grenoside where the bus service is deteriorating at a rapid rate to the point where many older people are not going out and becoming semi-housebound. The 135 is so infrequent and unreliable so people avoid it. The 86 is more reliable and regular but has a long tortuous route and does not connect with the tram or other bus services. The M92 is reliable and goes directly to the interchange, making connections possible. However, there are only 4 a day with timing gaps of 2hrs 10 minutes</p>

	<p>and only in the middle of the day. Yet in spite of its lack of frequency it is the busiest bus.</p> <p>What is needed is a shuttle service directly to Hillsborough Interchange, possibly hourly. A smaller bus like the M92 would be adequate.</p> <p>I feel very strongly that should be seriously considered. Thank you.”</p>
Comments/ Action Proposed	<p>The initial referral was made to Transport, Regeneration and Climate Policy Committee, however the responsibility for public transport sits with South Yorkshire Mayoral Combined Authority (SYMCA), therefore the issue around funding for bus services in the north of Sheffield, as mentioned above, has been referred to the South Yorkshire Mayoral Combined Authority for a response.</p>

Issue	<i>Petition – Creation of resident only parking permit zones for the roads off Abbeydale Road</i>
Referred from	Full Council on 20 th July 2022
Details	Electronic petition contained 10 signatures.
Commentary/ Action Proposed	<p>Response to petitioner-</p> <p>Firstly I would like to thank you for your petition, we understand that parking is an important issue for residents and where there is pressure on parking through either the demand from local residents and/or the impact of visitor parking this can lead to frustration.</p> <p>In accordance with the 2018 Parking Strategy, we are currently looking to develop a series of new parking schemes around the City Centre, with the objective of controlling commuter parking. We have also recognised a need to review existing permit schemes. In light of this broader strategic position, there are currently no immediate plans to install a parking scheme in the Abbeydale Road area. New permit schemes are very expensive to install, a large area-wide scheme can cost over £600k and require regular enforcement.</p> <p>It is also worth mentioning that the permit parking schemes are not normally aimed at managing the level of parking demand from local residents and local businesses, they manage commuter parking.</p> <p>As you can imagine, only being allocated one or two permits per household might be an issue for the households which have many vehicles. Also some residents feel that paying for parking permits is not something they can agree to. The first resident permit is around £50 per annum, second and any subsequent permits are around £95 per annum. Business permits are double these prices. Visitors to properties would need to use a visitor permit</p>

	<p>(purchased by the resident) or use the pay and display parking. Permit schemes are therefore not always universally welcomed and we often receive large numbers of objections to schemes as a result. We cannot make these permits free as we need to generate some income from the scheme to administer and enforce it.</p> <p>The 2018 Parking Strategy says that parking bays within these schemes should be a mix between pay and display and residents parking so even if a scheme was installed here, non-residents would be able park within the bays. Installing a parking scheme may also reduce the total amount of available parking spaces as parking bays need to be formally marked out with parking restrictions protecting areas not suitable to park.</p> <p>Thank you again for taking the time to contact us. I know that for you, and for many others, this is a real issue, but it is hard in times of limited funding and as such we have to prioritise our action. Currently our priorities are in those areas that are most affected by commuter parking particularly areas close to the city centre.</p> <p>I am sorry that we cannot take further action at this time but would like to thank you again for your petition</p>
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Issue	<i>Public Question – ‘say no to red lines’</i>
Referred from	Full Council on 20 th July 2022
<i>Details</i>	Raised in a public question submitted to full council.
<i>Commentary/ Action Proposed</i>	<p>Response to questioner-</p> <p>Officers are undertaking further investigations into the enhanced enforcement of parking restrictions with cameras on Ecclesall Road and Abbeydale Road, including red lines.</p> <p>Parking surveys have been undertaken to determine the extent of illegal parking, both within and outside of bus lanes, to inform the investigations. The consultation results indicate that 43% of consultees were positive and 44% of consultees were negative towards the enforcement of parking, waiting and loading restrictions with cameras, 10% of consultees were unsure.</p> <p>Colleagues have also undertaken modelling of the proposed project interventions to investigate the impact upon bus journey time reliability and consistency, and to determine the extent of the benefits and costs resulting from the project.</p> <p>The conclusion of these investigations will determine the proposals for the enhanced enforcement of illegal parking along Ecclesall Road and Abbeydale Road.</p>

Issue	Council Resolution
Referred from	Full Council on 20 th July 2022
<i>Details</i>	EXPANDING ON-STREET ELECTRIC VEHICLE CHARGING INFRASTRUCTURE
<i>Commentary/ Action Proposed</i>	<p>Item 10 on the agenda for 21st September 2022 - Electric Vehicle Public Charging Infrastructure Update and Short term action plan, it is proposed that the committee consider the below Council resolution along with item 10 on the agenda.</p> <p>A link to the full resolution is available here: (Public Pack)Resolutions passed at the meeting of the Council held on 20th July 2022 Agenda Supplement for Council, 20/07/2022 14:00 (sheffield.gov.uk)</p> <p>-requests the Transport, Regeneration and Climate Policy Committee to consider:-</p> <ul style="list-style-type: none"> (i)developing an EV charging strategy that outlines a vision for every household in Sheffield to be within walking distance of a public EV charging point; (ii)inviting businesses to Sheffield to explore innovative infrastructure solutions such as retractable chargers, as well as successful commercial models that maximise private sector investment; (iii)learning from best practise in other places and finding innovative ways to overcome some of the practical and regulatory obstacles to on-street charging, recognising that different areas face different challenges, so that residents of all areas of Sheffield are able to run an electric vehicle (levelling up); (iv)applying to the Government’s On-Street Residential Chargepoint Scheme and/or the Local Electric Vehicle Infrastructure (LEVI) fund once this becomes fully available following national pilots; (v)working collaboratively and collectively with neighbouring local authorities and the South Yorkshire Mayoral Combined Authority (SYMCA) where appropriate to take advantage of economies of scale, share knowledge and ensure our strategies are aligned, whilst recognising the differences between our respective areas; and (vi)ensuring that energy available through such charging infrastructure whether developed and managed publicly or privately is made available at reasonable prices, covering the cost of energy and infrastructure investment, and where applicable a reasonable profit

	<p>margin, ensuring that EVs remain generally considerably cheaper to fuel than internal combustion engine vehicles;</p> <p>-therefore requests the Transport, Regeneration and Climate Policy Committee to give consideration to the following measures:-</p> <ul style="list-style-type: none">(i) resisting any scheme that effectively reserves parking spaces outside people’s homes, and instead supporting publicly available, high speed charging infrastructure; (ii) proposing that policy should be to develop reliable public charge points in public car-parks, supermarkets, neighbourhood hubs and other publicly available spaces; (iii) proposing that current Sheffield City Council EV charging points be made accessible to the public as well as to taxis, to increase usage and revenue generation; (iv) proposing that the usual Pay & Display fees associated with Sheffield City Council car parks should apply to EV charging bays where appropriate, so that drivers pay for charging and parking concurrently, as is the case in other core cities; and (v)proposing that the Council look to learn from other local authorities, e.g. York City Council, who are further down the road with the development of their EV policy.
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3.0 Member engagement, learning and policy development outside of Committee

3.1 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.

3.2 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.	3.00-5.00pm on 31 Aug 2022 4.00-5.00pm, 15 th Sept 2022
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, Fargate, 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
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Appendix 1 – Work Programme

Part 1: Proposed additions and amendments to the work programme since the last meeting:

Item	Proposed Date	Note
NEW		
Manor Park 20mph scheme TRO consultation report	21st Sept 2022	Received as a late item on 12 th August The report is to detail objections received following the traffic regulation order consultation on the above scheme.
Handsworth 20mph scheme TRO consultation report	21st Sept 2022	Received as a late item on 12 th August. The report is to detail objections received following the traffic regulation order consultation on the above scheme.
Report objections to the Traffic Regulation Order for the installation of a disabled parking bay at Woodhouse Local District Centre	21st Sept 2022	Received as a late item on 15 th August. The report is to detail objections received following the traffic regulation order consultation on the above scheme.
Shalesmoor Gateway	Add to meeting on 21st September 2022	Submission of the Outline Business Case to the DfT's Major Route Network Programme.
School Streets	Add to meeting on 21st September 2022	Report on the current School Streets trials and recommendation on permanent implementation.
Local Renewable Energy Fund – Programme Scope	24th November 2022	Following a budget amendment proposal, £3.5m was allocated in the capital budget at Full Council on 2 March 2022 for renewable energy and energy efficiency works on council buildings.

AMENDMENTS		
Draft Local Plan ahead of public consultation	Special meeting on 3rd November 2022.	Removed from meeting on 21 st September 2022, will be considered on 3 rd November 2022. To approve draft Local Plan in Sep/Oct 22 ahead of full Council and public consultation.
Connecting Sheffield Cross City Bus FBC approval	TBC	To be considered at a future meeting Submission of the Full Business Case to SYMCA for approval and release of further funding to implement the final scheme
Restoring Our Railways update	REMOVE	To form part of a rail focussed briefing – no decision required as SYMCA Transport Authority decision. Report on current ROR projects including, Barrow Hill Line, Waverly Station and Stocksbridge Line.
Clough Dike, Deepcar, capital works, strategic mandate for direct SCC contribution	TBC	To be considered at a future meeting 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
Car Brook, Capital maintenance, Business cases (SCC & Env Agency)	TBC	To be considered at a future meeting Env Agency & SCC business cases for partnership funding to be submitted
LEVI (EV charging) Pilot bid submission	21st September 2022	To be considered/merged with current item on the agenda for EV Charging Strategy.

		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 .
Kelham Parking Scheme	24th November 2022	To be considered at a future meeting. Results of the consultation on the parking scheme and recommendations on how to proceed.
Parkhill Parking Scheme	24th November 2022	Added to meeting on 24 November.
Glover Road and Staveley Road – Proposed Cycle Route and pedestrian crossing enhancements	REMOVE	Was considered at June meeting of the Committee, so needs removing from work programme. Recommendation on final scheme for implementation.
Broadfield Road Submission of FBC to SCC Capital Group	REMOVE	No report needed as all existing decisions and approvals in place Recommendation on the final scheme for implementation.
Barker Pool Building	Defer to a later date	To be considered at the meeting of the Committee in December 2022 or January 2023.
City Centre Strategic Vision – Priority Framework Area and Masterplans	Defer to 24th November 2022	To be considered at the meeting of the committee in November 2022. Volume of work required to get documents ready.
Car Free Developments Parking Policy	TBC	Item removed from September meeting as item requires further advice.

Part 2: List of other potential items not yet included in the work programme

Issues that 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	
Description	
Lead Officer/s	
Item suggested by	<i>Officer, Member, Committee, partners, public question, petition etc</i>
Type of item	<i>Referral to decision-maker/Pre-decision (policy development)/Post-decision (service performance/ monitoring)</i>
Prior member engagement/ development required <i>(with reference to options in Appendix 2)</i>	
Public Participation/ Engagement approach <i>(with reference to toolkit in Appendix 3)</i>	
Lead Officer Commentary/Proposed Action(s)	

Part 3: Agenda Items for Forthcoming Meetings

Meeting 3	24 th November 2022 10am	Time				
Topic	Description	Lead Officer/s	Type of item	<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)
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	<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
UDV Phase 2 Flood Defence project OBC	On SYMCA Priority Flood Programme. Submission of OBC to Environment Agency	Tom Finnegan-				

	for Flood Risk Grant scheduled for autumn 2022. Kelham to Neepsend flood defence works.	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
Kelham Parking Scheme	Results of the consultation on the parking scheme and recommendations on how to proceed.	Tom Finnegan-Smith / Matt Reynolds				
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
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
Local Renewable Energy Fund – Programme Scope	Following a budget amendment proposal, £3.5m was allocated in the capital budget at Full	Kate Martin/Kathryn Warrington	Decision	An initial briefing with the Transport, Regeneration and Climate Committee	This will be further known once sites have been identified, but it is	This committee

	Council on 2 March 2022 for renewable energy and energy efficiency works on council buildings.			<p>was held on 28 July 2022 to provide an overview of the work programme of the Sustainability and Climate Change Team. Whilst this programme was included in the briefing, it was very high level.</p> <p>It is anticipated that engagement and further information to Members will be provided via a written briefing for the committee and in due course once sites have been identified to all relevant members.</p>	anticipated that the Committee / small group visits to services could be arranged once sites and projects are known.	
Budget monitoring and outturn - Month 5.	Monitoring item	Ryan Keyworth	Decision			This committee
Budget Position for year 2023/2024	The Council is required to set a balanced budget for 2023/24.	Ryan Keyworth	Decision			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 eg finance or service monitoring]</i> 					
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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
Budget monitoring and outturn - Month 6.	Monitoring item	Ryan Keyworth	Decision			This committee
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> 					

Meeting 5	8 th Feb 2023	Time				
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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
Budget monitoring and outturn - Month 7.	Monitoring item	Ryan Keyworth	Decision			This committee
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> 					

Meeting 6	16th March 2023	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
Budget monitoring and outturn - Month 8.	Monitoring item	Ryan Keyworth	Decision			This committee

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> 					

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"> • <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
Local Plan ahead of submission to Government	To approve final Local Plan content ahead of submission to Government in May/June 23 for public 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	Tom Finnegan-Smith / Mark Whitworth	Post decision and Policy development	Facilitated policy development workshops	TBC	TBC

	commitment to “Set out our Pathway to Net Zero and take immediate steps to reduce carbon 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 (Spring 2023)	On SYMCA Priority Flood Programme. OBC for works around flood risk areas in Ecclesfield, Whitley Land, Ecclesfield Park. Collaboration with Parks over improvements to park, potential habitat and amenity benefits. Highway works to culverts. Partnership funding: Flood Risk Grant, SCC, Environment, Highway benefits. Strategic Mandate likely to be required	Tom Finnegan-Smith / James Mead	Pre-decision	Facilitated policy development workshops	TBC	Strategy and Resources
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
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 these will be considered by the Housing Thematic Committee	Kerry Bollington	TBC	TBC	TBC	TBC
Bidding, acceptance and spending approval of external funds	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.	Tammy Whitaker / Tom Finnegan-Smith	TBC	TBC	TBC	<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

Car Free Developments Parking Policy	Policy to complement the Planning Authority	Tom Finnegan-Smith / Matt Reynolds	Decision	TBC	TBC	This Committee
Barkers Pool Building	Decision on future of site	Tammy Whitaker	Referral to decision Maker	Written briefing	TBC	Strategy and resources Committee

Appendix 2 – Menu of options for member engagement, learning and development prior to formal Committee consideration

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 3.

Appendix 3 – Public engagement and participation toolkit

Public Engagement Toolkit

On 23 March 2022 Full Council agreed the following:

A toolkit to be developed for each committee to use when considering its 'menu of options' for ensuring the voice of the public has been central to their policy development work. Building on the developing advice from communities and Involve, committees should make sure they have a clear purpose for engagement; actively support diverse communities to engage; match methods to the audience and use a range of methods; build on what's worked and existing intelligence (SCC and elsewhere); and be very clear to participants on the impact that engagement will have.

The list below builds on the experiences of Scrutiny Committees and latterly the Transitional Committees and will continue to develop. The toolkit includes (but is not be limited to):

- a. Public calls for evidence
- b. Issue-focused workshops with attendees from multiple backgrounds (sometimes known as 'hackathons') led by committees
- c. Creative use of online engagement channels
- d. Working with VCF networks (eg including the Sheffield Equality Partnership) to seek views of communities
- e. Co-design events on specific challenges or to support policy development
- f. Citizens assembly style activities
- g. Stakeholder reference groups (standing or one-off)
- h. Committee / small group visits to services
- i. Formal and informal discussion groups
- j. Facilitated communities of interest around each committee (eg a mailing list of self-identified stakeholders and interested parties with regular information about forthcoming decisions and requests for contributions or volunteers for temporary co-option)
- k. Facility for medium-term or issue-by-issue co-option from outside the Council onto Committees or Task and Finish Groups. Co-optees of this sort at Policy Committees would be non-voting.

This public engagement toolkit is intended to be a quick 'how-to' guide for Members and officers to use when undertaking participatory activity through committees.

It will provide an overview of the options available, including the above list, and cover:

- How to focus on purpose and who we are trying to reach
- When to use and when not to use different methods
- How to plan well and be clear to citizens what impact their voice will have
- How to manage costs, timescales, scale.

There is an expectation that Members and Officers will be giving strong consideration to the public participation and engagement options for each item on a committee's work programme, with reference to the above list a-k.



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: *21st September 2022*
Subject: *Month 4 Monitoring*

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 4 2022/23.

Recommendations:

The Committee is recommended to:

1. Note the Council's challenging financial position as at the end of July 2022 (month 4).

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: <i>n/a</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>Ryan Keyworth</i>
3	Committee Chair consulted:	<i>Cllr Bryan Lodge</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>Ryan Keyworth</i>	Job Title: <i>Director of Finance and Commercial Services</i>
	Date: <i>1st September 2022</i>	

1. PROPOSAL

1.1 This report brings the 22/23 M4 monitoring information for each committee. Executive directors and Directors will be required to develop plans to mitigate the in-year forecast overspends.

1.2 Council Portfolio Month 4 2022/23

1.2.1 The Council is forecasting a £21.7m overspend against the 2022/23 budget as at month 4.

Full Year £m	Outturn	Budget	Variance
Corporate	(462.0)	(461.2)	(0.8)
City Futures	47.1	46.6	0.5
Operational Services	115.0	114.9	0.1
People	313.2	293.7	19.5
Policy, Performance Comms	3.2	2.9	0.3
Resources	5.2	3.1	2.1
Total	21.7	0	21.7

1.2.2 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 savings.

Full Year £m	One-off	BIPs	Trend	Total Variance
Corporate	0.0	0.0	(0.8)	(0.8)
City Futures	0.0	0.0	0.5	0.5
Operational Services	(5.0)	2.4	2.7	0.1
People	0.1	15.3	4.0	19.4
Policy, Performance Comms	(0.1)	0.3	0.1	0.3
Resources	(0.3)	1.7	0.7	2.1
Total	(5.3)	19.7	7.2	21.7

1.3 Committee Financial Position

1.3.1 Overall Position - £21.7m overspend at Month 4

There is a £12.4m overspend in the Adult Health and Social Care Committee and a £7.5m overspend in the Education, Children and Families Committee	Full Year Forecast £m Month	Outturn	Budget	Variance
	Adult Health & Social Care	163.1	150.8	12.4
	Education, Children & Families	136.1	128.6	7.5
	Strategy & Resources	(440.1)	(442.3)	2.1
	Economic Development & Skills	11.0	10.9	0.1
	Housing	8.8	8.8	(0.0)
	Waste & Street Scene	56.2	56.2	(0.0)
	Transport, Regeneration & Climate	41.8	41.9	(0.1)
	Communities Parks and Leisure	44.9	45.2	(0.3)
	Total	21.7	(0.0)	21.7

The 22/23 pay award proposal affected the outturn in the General Fund by £3.3m The proposed pay award of £1,925 flat rate per employee has been factored into forecasts in M4. Within the outturn at M3, an increase of £4.2m had already been accounted at service level, £5.6m had been provisioned corporately meaning an additional pressure of £3.3m has now been forecast in the M4 outturn, broken down into committees as follows:

£000s	Increase (inc on costs)	Pay Pressures covered	Corporate Funding	Remainin g Pressure
Committee				
Education, Children & Families	3,882	1,181	1,655	1,046
Strategy And Resources	2,817	1,209	1,201	407
Adult Health And Social Care	2,658	815	1,133	709
Communities, Parks, And Leisure	1,570	483	670	418
Waste And Street Scene	820	255	350	215
Transport, Regen & Climate	546	227	233	86
Economic Development & Skills	410	27	175	208
Housing	396	-	169	227
Grand Total	13,100	4,197	5,586	3,317

The overall position worsened by £1.4m from M3 to M4, improvements elsewhere have offset the full impact of the pay award. The £3.3m pressure for pay was offset in M4 by improvements totalling over £2m across the organisation:

- Transport, regen & climate committee budget position improved by £1.2m due to a release of a one-off provision to mitigate the loss of income from the delayed go live date for the clean air zone
- Education, children's & families improved by £700k due a combination of better-quality forecasting in services and slippage in recruitment
- Strategy & resources improved overall by £270k mainly due to higher investment returns in the market

Most of the full year forecast overspend is attributable to shortfalls in Budget Implementation Plans (BIPs) delivery	Variance Analysis £m				Total Variance
	Month 4	One-off	BIPs	Trend	
Adult Health & Social Care		(0.3)	8.5	4.1	12.4
Education, Children & Families		0.7	6.8	0.0	7.5
Strategy & Resources		(0.3)	1.9	0.6	2.1
Economic Development & Skills		(0.0)	0.0	0.1	0.1
Housing		0.0	0.0	(0.0)	(0.0)
Waste & Street Scene		(3.0)	0.2	2.8	(0.0)
Transport, Regeneration & Climate		(2.1)	2.1	(0.1)	(0.1)
Communities Parks and Leisure		(0.3)	0.2	(0.1)	(0.3)
Total		(5.3)	19.7	7.3	21.7

£5.3m of one-off savings are mitigating part of 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 23/24 as the trend continues.

the ongoing overspend

Balancing the 22/23 budget was only possible with £53m of BIPs, £33m are reported as deliverable in year	£m Portfolio	Total Savings 22/23	Deliverable in year	FY Variance
	People	37.7	22.4	15.3
	Operational Services	7.1	4.7	2.4
	PPC	1.2	0.9	0.3
	Resources	6.7	5.1	1.6
	Total	52.7	33.1	19.7

Focus must be on delivering BIPs in 22/23 and preventing the budget gap from widening

Of the £33.1m BIPs forecast as being deliverable, £10.1m are rated red, which indicates considerable risk of increased overspending.

Of the £19.6m savings that are forecast to be undelivered this year, some can be delivered next financial year. It is estimated that £10m of this year's undelivered savings will still be unachievable in 23/24 and form part of the baseline pressures captured in the draft medium term financial analysis presented to the Strategy and Resources Committee on 5th July 2022.

Adult Health and Social Care are forecast to overspend by £12.4m

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.

Education, Children and Families are forecast to overspend by £7.5m

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 looks unlikely to deliver financial benefits. The service needs to provide mitigations to bring overspends back in line with budgets.

The following section provides further detail for the Transport, Regeneration & Climate Committee.

1.4.1 **Transport, Regeneration & Climate Committee - underspend of £0.1m at Month 4**

The Transport, Regeneration & Climate Committee is forecast to underspend by £0.1m at month 4	Full Year Forecast £m @ Month 4	Outturn	Budget	Variance
	Direct Services (<i>Carbon Reduction; Transport</i>)	0.0	0.0	0.0
	Street scene & Regulation (<i>Clean Air Zone</i>)	0.1	0.0	0.1
	Inclusive Growth & Development (<i>Capital Delivery; Director of Inclusive Growth; Property and Regeneration</i>)	0.5	0.4	0.1
	Planning, Investment & Sustainability (<i>Planning Services; ITA Levy; Transport and Infrastructure</i>)	41.2	41.5	(0.3)
	Total	41.8	41.9	(0.1)
The planned Clean Air Zone saving of £2.1m has been offset by use of a specific reserve in 22-23.	Variance Analysis £m @ Month 4	One-off	BIPs	Trend
	Direct Services	0.0	0.0	0.0
	Street scene & Regulation	(2.1)	2.1	0.1
	Inclusive Growth & Dev	0.0	0.0	0.1
	Planning, Investment & Sustain	0.0	0.0	(0.3)
	Total	(2.1)	2.1	(0.1)

The planned Clean Air Zone saving of £2.1m has been offset by use of a one-off specific reserve. However, this pressure requires a sustainable mitigation be identified for future years.

Operating spend assumed to be met from income forecast from the introduction of the charging Clean Air Zone remains a risk given potential slippage in the programme following continued dialogue with central government.

The impact of the proposed pay offer creates an extra £0.1m pressure to the committee

The proposed pay award of £1,925 flat rate per employee has been factored into forecasts in M4. The proposal leaves an additional pressure of £0.1m for the Committee.

It should be noted that the pay offer cost is an initial indicative estimate which will require further work to fully understand the actual impact on each service.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The recommendations in this report are 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.

 <p>Sheffield City Council</p>	<p>Report to Policy Committee</p> <p>Author/Lead Officer of Report: Jenny Wood, Senior Transport Planner, City Futures</p> <p>Tel: 0114 205 3073</p>
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Report of:	Kate Martin, City Futures
Report to:	Transport, Regeneration and Climate
Date of Decision:	21 st September 2022
Subject:	Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	X	No		
If YES, what EIA reference number has it been given? 1219					
Has appropriate consultation taken place?	Yes	X	No		
Has a Climate Impact Assessment (CIA) been undertaken?	Yes		No	X	
Does the report contain confidential or exempt information?	Yes		No	X	
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 current policy background to public electric vehicle charging infrastructure development in Sheffield. It seeks endorsement of the Council's currently adopted position, and agreement to the carrying out of the short-term actions set out to progress public electric vehicle charging infrastructure delivery.

It also seeks agreement that the submission of funding bid(s) for government's On Street Residential Chargepoint Scheme and / or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with both the policy position and short-term actions, if agreed.

Recommendations:

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

- i. Endorse the Council's current policy position in relation to public electric vehicle charging infrastructure provision
- ii. Note the work currently being undertaken to deliver public electric vehicle charging infrastructure in Sheffield
- iii. Agree short term actions to progress the delivery of additional public electric vehicle charging infrastructure
- iv. Note that the submission of funding bids to governments On Street Residential Chargepoint Scheme and/or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) would be consistent with the Council's current policy position and short-term actions, if agreed.
- v. Note that the delegated authority to submit the aforementioned bids rests with the relevant Exec Director (in consultation with the Council's Chief Finance Officer), and that commitment to the use of the funding will further be subject to the approval of the Finance Sub-Committee, where appropriate.

Background Papers:

Lead Officer to complete:-							
1	<table border="1" style="width: 100%;"> <tr> <td style="width: 45%; vertical-align: top;"> <p>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.</p> </td> <td style="width: 55%;"> <table border="1" style="width: 100%;"> <tr> <td>Finance: Holly Nicholl</td> </tr> <tr> <td>Legal: Richard Cannon</td> </tr> <tr> <td>Equalities & Consultation: Annemarie Johnston</td> </tr> <tr> <td>Climate: Laura Chippendale / Jessica Rick</td> </tr> </table> </td> </tr> </table>	<p>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.</p>	<table border="1" style="width: 100%;"> <tr> <td>Finance: Holly Nicholl</td> </tr> <tr> <td>Legal: Richard Cannon</td> </tr> <tr> <td>Equalities & Consultation: Annemarie Johnston</td> </tr> <tr> <td>Climate: Laura Chippendale / Jessica Rick</td> </tr> </table>	Finance: Holly Nicholl	Legal: Richard Cannon	Equalities & Consultation: Annemarie Johnston	Climate: Laura Chippendale / Jessica Rick
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Equalities & Consultation: Annemarie Johnston							
Climate: Laura Chippendale / Jessica Rick							
<input type="checkbox"/>	<p><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></p>						
2	<table border="1" style="width: 100%;"> <tr> <td style="width: 45%;">EMT member who approved submission:</td> <td style="width: 55%;">Kate Martin</td> </tr> </table>	EMT member who approved submission:	Kate Martin				
EMT member who approved submission:	Kate Martin						
3	<table border="1" style="width: 100%;"> <tr> <td style="width: 45%;">Committee Chair consulted:</td> <td style="width: 55%;">Mazher Iqbal</td> </tr> </table>	Committee Chair consulted:	Mazher Iqbal				
Committee Chair consulted:	Mazher Iqbal						
4	<p>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</p>						

	forms have been completed and signed off as required at 1.	
<input type="checkbox"/>	Lead Officer Name: <i>Tom Finnegan-Smith</i>	Job Title: <i>Head of Strategic Transport, Sustainability and Infrastructure</i>
<input type="checkbox"/>	Date: <i>6 September 2022</i>	

1. PROPOSAL

1.1 Following the recent publication of the governments national Electric Vehicle Charging Infrastructure Strategy¹ it is the opportune time to confirm the Councils current position in relation to public electric vehicle charging infrastructure and agree a short-term plan of action to capitalise on opportunities to further roll out this infrastructure. This will be underpinned by the development of an evidence-based delivery plan to ensure we are in a position to further progress charging infrastructure in the city as opportunities arise and that we are working towards our zero carbon targets.

1.2 Background

1.2.1 Sheffield City Council has declared a Climate Emergency and is working towards Sheffield becoming a zero-carbon city by the start of the next decade. Electric vehicles (EVs), alongside modal shift to walking, cycling and public transport, will be crucial to meet this goal, as well as contributing to improved air quality, and so health, in the City.

1.2.2 To support the national target of zero carbon by 2050 the Department for Transport launched its Transport Decarbonisation Plan in 2021. Commitments include to end the sale of new petrol and diesel cars and vans by 2030 and for all new cars and vans to be 100% zero emission at the tailpipe by 2035.

1.2.3 In support of this on 25th March 2022 the Government published, Taking Charge: The Electric Vehicle Infrastructure Strategy, setting out the Government's approach to delivering electric vehicle charging infrastructure to 2030.

1.2.4 By 2030, government anticipate there will be up to 10 million battery electric vehicles on the road and around 300,000 public chargepoints as a minimum in the UK.

1.3 The Current Position in Sheffield

1.3.1 Our 10 Point Plan for Climate Action sets out that we will develop decarbonisation route-maps across 7 key areas. Public Electric Vehicles and Charging will be included within the Decarbonisation Route-map for "The Way We Travel" which will be developed in 2022 - 2023. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs.

1.3.2 Previously the Council successfully leveraged funding from Government (Early Measures Fund and Office for Low Emission Vehicles) and National Highways (previously Highways England) to install 27 Rapid EV

¹ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

chargers (20 became operational in 21/22 and 7 are to come into operation shortly following the resolution of contractual issues related to the original supplier going into administration). 10 of the rapid chargers are taxi only as a condition of the funding.

- 1.3.3 The Electric Vehicle Charging Device Statistics: July 2022² show however that the total number of publicly available devices (all speeds) in South Yorkshire is well below the national average, with 47.7 per 100,000 across the UK and 25.3 per 100,000 across South Yorkshire (23.9 per 100,000 in Sheffield (141 devices)). There is wide variation in these figures across the country. Much of the provision has been market led with individual charging networks and other businesses choosing where to install devices.
- 1.3.4 To bring Sheffield in line with the current total UK average we would need around 138 additional devices across the City. Sheffield is closer to the UK average in terms of rapid (25kW or above) devices and should draw level to the current average in 22/23. There is a need for future projects to focus on increasing the provision of slow / fast charge points and publicly accessible residential charging in particular.
- 1.3.5 Public charging infrastructure requirement estimates vary depending on the future travel and behavioural scenarios they are based on. How people will charge their vehicles in the future, and how the technology will develop, is still uncertain. Transport for the North recently published their Electric Vehicle Charging Infrastructure Framework³ in order to provide clarity on the scale and pace of change required across our region. Figures for public residential charging requirements in Sheffield in 2025 vary significantly depending on the scenario considered, from around 460 to just over 1000 chargepoints. Figures for destination charging requirements range from around 300 to over 1200.
- 1.3.6 In March 2022 Co-operative Executive approved the use of £482,337 of Get Britain Building funding via the South Yorkshire Mayoral Combined Authority for the installation of electric vehicle charger points at various strategic locations across Sheffield. Sheffield City Council will purchase and install up to 25 chargers at 10 locations. This must be done by the end of April 2023 as a condition of the funding award. The business model for this project is challenging due in part to current energy price volatility. It should be noted that the Council's current network of chargers have been supplied under an 'own and operate' model [see Appendix B for more detail] with associated financial risk sitting with Sheffield City Council.
- 1.3.7 Funding in the region of £1.16m is also expected to be available to support the development of EV charging points across Sheffield and Rotherham from the Department for Environment, Food and Rural Affairs via the Clean Air Fund following the approval of the Clean Air

² [Electric vehicle charging device statistics: July 2022 - GOV.UK \(www.gov.uk\)](https://www.gov.uk/electric-vehicle-charging-device-statistics-july-2022)

³ <https://transportforthenorth.com/major-roads-network/electric-vehicle-charging-infrastructure/>

Zone Full Business Plan by government on 13 July 2022.

- 1.3.8 It should be noted that the Council is receiving an increasing number of requests and queries from residents about the provision of electric vehicle charging infrastructure, in particular from residents that do not have access to off-street home charging including disabled residents. This is a challenge for all Local Authorities and there have been a number of pilots across the country looking at provision for those without access to off street parking from which some conclusions are beginning to emerge.
- 1.3.9 A number of queries have related to the Motability Scheme which enables people to exchange their mobility allowance to lease a new car, Wheelchair Accessible Vehicle (WAV), scooter or powered wheelchair. Standard leases are 3 years (or 5 years for WAVs) and electric vehicles are offered as an option as well as home chargepoints where these can be fitted. With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet. There is an industry wide focus on improving the accessibility of public chargepoints.
- 1.3.10 Our approach to the provision of public electric vehicle charging infrastructure will draw on current best practice and guidance from the Department for Transport, Energy Saving Trust (through the Local Government Support Programme) and other local Highway Authorities. The commercial business model for on-street solutions or local charging hubs can be particularly challenging. Charging volumes are generally lower due to the slower speed of charge and the lower margins on the sale of each kWh (though charging events are much longer). There is also limited space and electricity grid capacity along busy residential streets for chargepoints, which restricts the number of chargepoints a developer can install⁴. The private sector is unlikely to address this gap comprehensively without intervention, which would typically be channelled by the public sector. There are also many other calls for use of the public highway/street, including the Ministry of Housing, Communities and Local Government's recent National Model Design Code, which calls for streets to be tree-lined, with sustainable urban drainage, and support walking and cycling. Pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines⁵ require that the needs of all disabled people are considered from the outset.
- 1.4 Taking Charge: The Electric Vehicle Infrastructure Strategy (national)

⁴ <https://www.gov.uk/government/publications/uk-electric-vehicle-infrastructure-strategy>

⁵ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

- 1.4.1 The governments new EV charging infrastructure strategy sets out:
- Governments vision – including
 - That by 2030 everyone is able to find and access reliable public chargepoints
 - Market-led rollout for the majority of chargepoints, backed by competition
 - An obligation to be placed on local authorities (subject to consultation) to develop and implement local charging strategies for scaled, commercially sustainable public charging provision (maximising opportunities to draw in private investment)
 - This obligation is expected to sit with the South Yorkshire Mayoral Combined Authority in our case⁶, however collaboration will be required.
 - Government investment will focus on
 - High Powered Chargers on the Strategic Road Network
 - Local On Street Charging
 - A £500m local infrastructure support programme, intended to drive innovative new approaches to deploying local chargepoints at scale, including through the new Local Electric Vehicle Infrastructure Fund (LEVI) and continuation of the On Street Residential Chargepoint Scheme (ORCs) in 22/23.

1.4.2 It will also be important to ensure that developments coming forward across Sheffield provide for electric vehicle charging and are future proof. We will implement the governments new building regulations for charging electric vehicles and review the need for any supporting policy due to Sheffield's climate ambition and local circumstances through the development of the new Local Plan.

1.5 Next Steps

1.5.1 In advance of any South Yorkshire Electric Vehicle strategy there is a need to set out the Councils current position, keep residents informed, ensure we are in a position to capitalise upon opportunities to develop charging infrastructure in the city as they arise and work towards our zero carbon targets.

1.5.2 A number of frequently asked questions in relation to the Council's current position on electric vehicle charging infrastructure are set out in Appendix A and will be updated on the website, subject to endorsement by the Committee.

In summary:

- Sheffield City Council will continue to roll out a programme of publicly available electric vehicle charge points
- Charging a vehicle by trailing a cable across the pavement, or

⁶ *In England, there are multiple tiers of local government, and responsibilities for highways may be shared across tiers. Combined authorities share some highways duties with the county or unitary councils that work together under it. In these cases, we expect the EV chargepoint strategy for an area to be produced by the highest tier authority responsible with transport planning – i.e. the combined authority – in collaboration with their local highway authorities and other councils within the combined authority.*

hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps⁷

- Requests for public electric vehicle chargepoints will be used to help inform future priorities as plans are developed
- A trial to understand the potential for electric vehicle charging from street light columns in Sheffield will be further explored subject to available funding / resources.
- Innovative solutions such as cable channels / gulley's will be kept under review as the outcomes of trials are further understood, technology developed and practical issues explored
- Private individuals (or communal groups) should not install chargepoints on highways or Council owned land

In respect of the last point, it is proposed that a policy statement be developed which sets out the Council's process for responding to requests for the installation of chargepoints in highways and to ensure that, when refused, its basis for doing so is consistent and clear.

1.5.3 In order to progress the roll out of public electric vehicle charging infrastructure in Sheffield the Council will initially:

- Continue to deliver charging facilities within Council owned car parks / sites using existing funding.
- Bring forward measures to minimise the financial risk to the Council related to the transition to electric vehicles and provision of charging facilities (as outlined in 1.5.5 including review of restrictions, tariffs and delivery model).
- Engage with the private sector and develop proposals to secure additional investment via a concession model [see Appendix B] and roll out charging options including residential, destination and hub charging in the City via this model.
- Bid for future funding to support the roll out of residential charging based around a local charging hub model⁸ prioritising areas where there is greatest demand / future need.

1.5.4 In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if feasible) wherever possible⁹. Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway. This is to minimise the impact on residents and other users. Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility

⁷ This is supported by the governments national strategy which sets out that cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure.

⁸ A local charging hub will consist of a, or a number of, public EV charging units located to serve nearby residents. This could be on highway, in local a car park or other local site. Innovative on street home charging solutions will continue to be investigated and may be used in addition to the local hub model where feasible.

⁹ *Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians.*

Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

Guidelines¹⁰ must be maintained.

1.5.5 Short term actions to be progressed during 22/23

Existing Network

- Ensure existing network of 27 rapid chargers are maintained and operational
- Review tariffs as well as use and restrictions after one year of operation in order to optimise provision
- Bring forward measures to phase out / remove exemptions from parking tariffs for electric vehicles / vehicles that are charging¹¹

Expanding the Network

- We will develop an online portal for people to suggest locations for new EV chargepoints to inform future planning in conjunction with our new delivery model
- Deliver SY MCA EV charging infrastructure project (additional 25 chargers) by 30/4/2023
- Bid for On Street Residential Chargepoint Scheme funding in 22/23 to test a limited number of residential charging solutions subject to approval of appropriate match funding and delivery model as necessary ¹²
- Develop procurement proposal for a commercial partner(s) to work with Sheffield City Council to deliver EV charging infrastructure through a concession agreement, and scope any further work required
- Develop proposal for delivery of public charging infrastructure utilising the Clean Air Fund allocation
- Develop a LEVI fund proposal for Sheffield to be submitted either as SCC, or as part of a SY MCA led consortium

Ensuring Inclusion

- Review and implement the new Electric Vehicles Accessible Charging Specification developed by the British Standards Institute (BSI) – expected summer 22
- Work with disability interest groups and lobby for further government guidance on provision if required

Informing Future Delivery

- Carry out review of available land to inform proposal / EV Strategy delivery
- Develop a detailed delivery plan for public charging infrastructure in Sheffield which delivers on the decarbonisation route map / vision for 'The Way We Travel'
- Support and input into the development of a sub-regional EV charging strategy Future Development
- Implement the new Building Regulations through Planning and

¹⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

¹¹ Consideration should be given to if certain vehicle types should continue to be supported whilst the market matures (e.g. taxis, vans, motorcycles)

¹² Residential charging solutions to trial may include off street residential charging hub, on street 'hub' location(s) incorporating build outs and if found to be feasible lamp column charging and / or car club bays.

explore the case for any supporting policy as part of the development of the new Local Plan

Some of the short-term actions will require additional resource from various council departments but also specialist input in relation to procurement and consideration of longer-term contract management requirements. These additional requirements will be scoped as part of action development and taken through any required approvals as appropriate.

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 The Council has declared a climate emergency which necessitates a move away from the use of traditional fossil fuels, to cleaner technologies such as electric. SCC is working towards Sheffield becoming a zero-carbon city by the end of the next decade.
- 2.2 This report supports the initial strategic priority of the developing Corporate Plan of Clean Economic Growth. Delivering on the key issue of the Climate Emergency and supporting the Clean Air Zone. The 10 Point Plan for Climate Action includes that we will work to ensure we have the planning and infrastructure we need for the future, including investing in our transport infrastructure.
- 2.3 The Sheffield City Region Transport Strategy 2018-2040 (the statutory Local Transport Plan for South Yorkshire) recognises the need to increase EV charging points in the region in order to encourage large scale uptake of electric vehicles. The Council's Transport Strategy (March 2019) also sets out the need to plan for charging infrastructure at home, at key destinations and at work so we are ready for a clean future.
- 2.4 The government has committed to ending the sale of new petrol and diesel cars and vans by 2030. Roll out of public electric vehicle charging infrastructure will help facilitate this switch to Ultra Low Emission / electric vehicles, supporting the economy (businesses and visitors) as well as a more inclusive transition for those that do not have access to off street parking.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Public engagement on the Council's Net Zero Carbon work to date has been positive with a clear recognition of the role that transport, and electric vehicles, play in reducing carbon emissions. The need to formulate a strategy to help map out how the Council proceeds has been raised at a number of workshops and also through direct communication with residents, businesses and Elected Members. These discussions indicate a need to progress this work.
- 3.2 In addition increasing the number of public charging points for electric cars was a popular 'other' suggestion during the consultation carried out

in relation to the Clean Air Zone, where in addition to the high cost of electric vehicles, the lack of electric vehicle charging points was highlighted as a key barrier to investing in cleaner vehicles.

3.3 The Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University also carried out a piece work¹³ for Sheffield Council in 2021 examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham. Amongst other outcomes this found:

- Of the 39.8% of respondents willing to walk to a charging point (65.4% had access to a driveway or off street parking), 27.4% would walk 5 minutes or less (this fell to 13.1% for 10 minutes or less)
- 42.7% disagreed or strongly disagreed that there were enough charging points in the city (45.8% didn't know)

3.4 Specific actions will be consulted on as appropriate as they are progressed, for example involving Ward Members, Local Area Committees, landowners (if applicable), businesses, residents, interest groups and disability groups.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

4.1.1 Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion. Short terms actions will be consulted on, or go through individual approvals for implementation, including completing Equality Impacts Assessments, as appropriate. This includes any proposed concession model for the future delivery of electric vehicle charging infrastructure.

4.2 Financial and Commercial Implications

4.2.1 There are no financial implications for the Council arising directly from this report. Actions will be progressed within current staffing resources. Any additional requirements – whether staffing or budgetary - scoped as part of action development will be brought forward for additional approvals as required. Electric vehicle charge point delivery will be funded from external grant funding. Sheffield City Council may wish to provide additional funding as the contract progresses but again, this would be subject to further approvals.

4.2.2 The financial impact of delivering charging facilities under an 'own and operate' model within Council owned car parks and sites (due to for

¹³ Jordan, Millings, & Arden (2021) **Examining Barriers and Facilitators to Electric Car Purchase and Confidence in Charging Capabilities in Sheffield and Rotherham**. Report for Sheffield City Council by the Centre for Behavioural Science and Applied Psychology, Sheffield Hallam University

example lower parking revenue, electrical standing charges / cost, future maintenance and operation, renewal or decommissioning against projected potential income) has been considered as part of individual project approvals. Reviewing tariffs, optimising provision and bringing forward measures to phase out / remove exemptions from parking tariffs for electric vehicles / vehicles that are charging will help to manage this impact in light of recent energy price volatility. Should this not happen the council will continue to lose money as the current tariff does not fully cover current electricity prices or include provision to deal with issues such as vandalism. In locations such as council Pay and Display car parks this is also leading to lower income from a lack of charges associated with EV charging.

4.2.3 Developing a Sheffield City Council procurement proposal for a commercial partner(s) to deliver EV charging infrastructure through a concession agreement [Appendix B] in future is proposed. This will best place us to harness the knowledge, skills and expertise of market leaders in this sector. It will also reduce the financial risk to the Council in the longer term roll out of electric vehicle charging facilities, especially for residential charging where nationally it is accepted that the business case is more challenging. If the Council does not adopt this approach the financial and reputational risks of delivering electric vehicle infrastructure will remain with the council. Ongoing operation, maintenance and upgrade costs may not be covered by income in the shorter term and unless additional funding was found chargers may fail and / or become redundant and have to be removed [see Appendix B]. This would be a further cost burden to the Council.

4.2.4 The delegated authority to submit funding bids to governments On Street Residential Chargepoint Scheme and/or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) rests with the relevant Exec Director, in consultation with the Chief Finance Officer. Endorsement of the policy position outlined in this report will enable those bids to be made in accordance with adopted policy. This is intended to support the leverage of future funding from the government, as it becomes available.

4.2.5 The commitment of funding received through successful bids will be subject to the approval of the Finance Sub-Committee, where appropriate.

4.3 Legal Implications

4.3.1 The Transport Act 2000 places a duty on local authorities to develop and implement policies which will create a safe, efficient, integrated and economic transport system that meets the needs of persons living or working within the city. The Council's proposals in respect of electric vehicle charging will join the Council's existing Transport Strategy and the Local Transport Plan for South Yorkshire (as described in paragraph 2.3) in fulfilling that duty.

- 4.3.2 If the recommended decisions in this report are made, further proposals which result will be developed and taken through the Council's decision making process as appropriate, where the specific legal implications associated with those actions will be considered before approval may be given.
- 4.3.3 The Council must consider the engagement of key stakeholders, residents and members of the public where appropriate, and this will be addressed during the planning and delivery of those processes which alter the use of the public highway, in addition to any statutory requirement to do so relevant to the specific process concerned. A proposed approach to consultation and engagement will be developed to ensure that the Council takes appropriate measures to discharge its obligations to stakeholders.
- 4.3.4 The legal implications of proposed changes to planning policy, including those relating to electric vehicle charging infrastructure and any which may be developed and incorporated into the Council's Local Plan, will be detailed separately and considered as part of the relevant decision making process in due course.

4.4 Climate Implications

- 4.4.1 As set out in 1.3.1 the 10 Point Plan for Climate Action sets out that we will develop decarbonisation route-maps across 7 key areas. Public Electric Vehicles and Charging will be included within the Decarbonisation Route-map for "The Way We Travel" which will be developed in 2022. The Pathway to Zero Carbon report (the 'Arup report') highlighted the need for catalysing charging infrastructure and solutions that remove significant barriers to the uptake of EVs, and as such progressing the development of public electric vehicle charging infrastructure will contribute towards our Net Zero ambition.
- 4.4.2 The short terms actions included within this report will undergo full Climate Impact Assessments if appropriate as they are developed / implemented. However it will be important to consider the following:
- How the principles of sustainable design and construction can be incorporated into the procurement and installation of public electric vehicle chargepoints.
 - That the provision of electric vehicle chargepoints, although a key part of the decarbonisation of transport, should not significantly negatively impact travel by active modes or demand reduction
 - The Council's current electric vehicle charging points provide electricity generated via renewables. If this can be maintained, or supported via on site renewable energy generation, when moving to a concession contract should be investigated.
 - The roll out of electric vehicle charging points across Sheffield should contribute to the development of the green economy, including supporting green jobs and skills, and this should be

considered as part of any procurement exercise.

- In addition to the proposed engagement with disability interest groups the development of the Delivery Plan linked to the 'Way We Travel' Route Map should consider how we will work with stakeholders to support the transition to electric vehicles.
- The review of available land could consider if any contribution to increased biodiversity or flood management may be possible through potential developments.
- The roll out of public electric vehicle charging points will enable those without access to off street parking to transition to electric vehicles, contributing to a just and fair transition to a low carbon world.

4.4 Other Implications

4.4.1 There are no direct Human Resource implications for the Council. Some of the short term actions will require additional resource from various council departments, in particular Transport Planning and Parking Services, but also specialist input in relation to procurement and consideration of longer term contract management requirements. These additional requirements will be scoped as part of action development and taken through any required approvals as appropriate.

4.4.2 There are no direct Property related implications for the Council. Any proposals resulting from the review of land will be taken through their own approvals process for consideration.

4.4.3 A risk register to cover things such as vandalism, changes in direction from Government, changes in technology, lack of suitable land for hubs, etc. will be developed as part of the delivery plan, and other projects resulting from the action plan as appropriate.

4.4.4 Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

4.4.5 Key risks to the Council continue to relate to the affordability of the current schemes related to the volatility of the price of electricity and issues such as vandalism. Future procurement proposals will seek to minimise these risks.

5. **ALTERNATIVE OPTIONS CONSIDERED**

5.1 *The alternative* 'do nothing' option is not considered appropriate as this is likely to result in:

- Disjointed approach to provision of Electric Vehicle Charging Infrastructure that risks inequitable access, inability to leverage available funding and undermines the

ability of citizens to transition to electric vehicles;

- Financial risk to the council due to a failure to comprehensively assess the risk associated with installing electric vehicle charging infrastructure through the various available approaches. These risks are further described in Appendix B to this report

'Do nothing' does not tackle the climate emergency and is not considered to be a viable way forward

- 5.2 The development of the delivery plan will consider the implications of a number of approaches to electric vehicle charging infrastructure development.

6. REASONS FOR RECOMMENDATIONS

- 6.1 For the reasons outlined previously, following the recent publication of the governments national Electric Vehicle Charging Infrastructure Strategy it is the opportune time to confirm the Councils current position in relation to public electric vehicle charging infrastructure and agree a short term plan of action to capitalise on opportunities to further roll out this infrastructure.

- 6.2 Sheffield City Council has set itself a Net Zero target and electric vehicles (EVs), alongside modal shift, will be crucial to meet this goal. The development of a sub-regional strategy and local evidence-based delivery plan will ensure we are in a position to further progress charging infrastructure in the city as opportunities arise and that we are working towards our zero carbon targets.

- 6.3 The short-term actions outlined are necessary to support the existing network, expand it, ensure inclusion, inform future delivery and future proof development.

Appendix A

Public Electric Vehicle Charging Network Frequently Asked Questions¹⁴

What are the Council doing to expand the current public charging network?

We have installed public electric vehicle chargers in a range of locations across the city. They make it easier to upgrade to an electric vehicle without the need for a home charge point.

The chargers are located in Council car parks and on-street parking locations across the city, including in the city centre [[EV Charger Sites \(arccgis.com\)](#)]. We are expanding our network of chargers in Council car parks this year and are also actively exploring options for the future.

You can search for electric chargepoints (including those not installed by the Council) on a range of websites including Zap-Map [[www.zap-map.com](#)] and Plugshare [[www.plugshare.com](#)]

Can I request a public electric vehicle chargepoint near me?

Although we are not currently in a position to progress individual requests, we do add details of requests for public electric vehicle chargepoints to a list to help inform future priorities as plans are developed. If you would like a request to be added to this list please email the details to transport@sheffield.gov.uk
If your request relates to parking provided specifically for Council Housing Tenants please see 'Private Residential Charging' below.

Are you considering on-street public charging using the existing street light infrastructure?

A trial to understand the potential for electric vehicle charging from street light columns in Sheffield will be explored further subject to available funding / resources. A trial would help us to work through the technical issues associated with charging from Sheffield's existing infrastructure (which does not currently support the electrical capacity for electric vehicle charging) and understand the commercial viability as well as practical issues with the approach.

I am thinking of leasing an electric vehicle through the Motability Scheme. Can I have an electric vehicle charge point installed?

For more information on electric vehicles and the Motability Scheme please see the Motability website [Electric Cars | Motability Scheme](#)

To have a home charge point fitted through the scheme you must have off-road parking, such as a driveway or garage.

If you are unable to fit a home charging point at your property Motability may allow you to have one fitted at one of your approved drivers' addresses. There is also a growing network of publicly available electric vehicle charge points to consider.

For more information please see [How to Charge Your Electric Car at Home | Motability Scheme](#)

Can we install Communally owned Electric Vehicle Chargers on a public highway?

¹⁴ This information will be formatted with Digital Services prior to adding to Sheffield City Council's website

The Council does not intend to approve requests for the installation of communally owned vehicle charging apparatus in highways. We recognise the importance of and support communal solutions to our Net Zero target. However, if you wish to progress looking into an electric vehicle charging option independently it is recommended that this be on private land and we would suggest you seek advice on what consents would be required in relation to development, for example permission of the land / asset owner, planning requirements etc.

Can I install an Electric Vehicle charger on an unadopted road?

This will depend on very individual circumstances due to the legal complexities. Costs relating to an unadopted road usually rest with the frontagers, that is, the owners of properties with frontages on such roads. As well as consent from all frontagers, you would also need consent from the landowner, as well as ensuring the works are adequately permitted, planning requirements met and any public right of way is maintained thereafter.

Private Residential Charging Frequently Asked Questions

Can I run a cable from my house across the highway/footway to charge my vehicle?

No. Charging your vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps.

If you do:

- Any legal liability, such as injury to a member of the public or damages to the public highways, arising from the placement of a cable or protector is your responsibility.
- Sheffield City Council has existing powers under Section 162 of the Highways Act to seek to have the cable removed.
- Failure to remove the cable could result in a fine upon conviction under Section 162 and / or Section 178 of the Highways Act.

Can I have a cable gully/channel in the Highway outside my house?

Not currently. We will however keep this under review as the outcomes of trials are further understood, technology developed and practical issues explored.

Can I install a private charger on the public highway outside my property?

The Council does not intend to approve requests for the installation of private vehicle charging apparatus in highways. Among a number of concerns, there is limited public space in residential streets, which has to meet competing current and future demands. Accordingly, SCC does not license private vehicle charging apparatus in highways and you may not dig up any part of the highway / footway or affix anything under, on or over it without permission. Further details as regards the Council's policy on this matter will be made available once published.

I am a Council Housing Tenant, how do I request an EV charger?

Tenants can make an application to install an electrical vehicle charger at their home. This should be submitted in writing:

- By e-mail Repairspolicy&improvementsteam@sheffield.gov.uk
- By Post to Housing & Neighbourhood Service PO Box 5967 Sheffield S2 9GH
- Handed in to a local neighbourhood office.

A dedicated Officer will be assigned the case in order to assess the application. In general, tenants maybe able to install a charging point if they have adequate off-street parking / hard-standing at their property. This is so you can store your vehicle off the highway and so not to pose any trip / health and safety hazards with regards to trailing cables.

Appendix B

Public Electric Vehicle Charging Network Procurement and Ownership Options

Electric vehicle charging infrastructure may be installed privately, by the local authority or in conjunction with the private sector. There are two broad approaches¹⁵ available to local authorities, 'own and operate' and concession agreements¹⁶.

Local Authority Network Ownership

- This is the 'own and operate' model
- It is the model Sheffield has used to install its current infrastructure - supplier appointed to install and manage chargepoints, fully funded
- We are a cluster member in a South Yorkshire contract that would allow us to deliver further works in this model
- An alternative own and operate model would be for the provider to fund operation / maintenance as part of a revenue share agreement

Advantages	Disadvantages
Local authority retains ownership and collects all revenue	Requires funding from government and / or local authority
Local authority determines locations	Financial and reputational risk lies with local authority
Simpler procurement, frameworks available	Ongoing operation, maintenance and upgrade costs
Local authority determines tariffs	Changes to the market and / or technology could leave local authority with redundant infrastructure
Control over back office systems	Less incentive for operator to repair faults / difficulty with enforcement of SLAs

Concession Agreements

- Operational costs and risks are shared with a chargepoint operator (the concessionaire).
- The operator may fully-fund or match-fund the capital costs and take on the operating costs of the project.
- There are a wide range of options with different degrees of private sector involvement and contractual terms.

¹⁵ Alternative models include 'free' charging infrastructure (details vary but likely to be highly selective where available) and 'leasing' (no upfront cost, fixed service charge, more often workplaces / fleets)

¹⁶Energy Savings Trust, Procuring Electric Vehicle Chargepoints for Local Authorities [EST0038-01-Procuring-Electric-Vehicle-Charging-Guide-03.pdf \(energysavingtrust.org.uk\)](https://www.energysavingtrust.org.uk/01-Procuring-Electric-Vehicle-Charging-Guide-03.pdf)

- This option is in line with the governments new national EV charging infrastructure strategy (leveraging private sector investment).
- It is recommended that future charging infrastructure is developed via some form of concession agreement to encourage private sector investment, begin to reduce reliance on government grants and minimise risk to the local authority.

Advantages	Disadvantages
Some income may be shared with the local authority	Reduced income compared with full ownership
Operator responsible (and incentivised) for maintenance of network	Procurement likely to take more resource developing tender requirements / specification
Local authority has reduced maintenance / financial risk	Less suppliers, depending on terms of the contract
Local authority may retain ownership of the equipment or underground electrical connections	Most likely to support chargepoints which are likely to be commercially viable, or of a sufficient scale that cross subsidisation possible
Operator may be responsible for updating equipment and software	Expansion of network may be dependent on utilisation, potential for this to be slower and less equitably spread [dependent on agreement]*

*There is however also potential to offer a portfolio of sites when procuring which provides a mixture of profitable and less profitable sites - this might be more acceptable for a Charge Point Operator.

Equality Impact Assessment – Ref Number: 1219

PART A Introductory Information

Proposal name

Electric Vehicle Public Charging Infrastructure Update and Short-Term Action Plan

Brief aim(s) of the proposal and the outcome(s) you want to achieve

Report to Transport, Regeneration & Climate Committee which outlines the current policy background to public electric vehicle charging infrastructure development in Sheffield and seeks endorsement of the current Council position and short-term actions set out to progress public electric vehicle charging infrastructure delivery. It also seeks delegated authority to submit funding bid(s) for government's On Street Residential Chargepoint Scheme and / or Local Electric Vehicle Infrastructure Fund (as either SCC or part of a wider consortium led by South Yorkshire Mayoral Combined Authority) subject to Finance Sub-Committee approval.

Proposal type

Budget Non Budget

If Budget, is it Entered on Q Tier?

Yes No

If yes what is the Q Tier reference

Year of proposal (s)

<input type="radio"/> 21/22	<input checked="" type="radio"/> 22/23	<input type="radio"/> 23/24	<input type="radio"/> 24/25	<input type="radio"/> other
-----------------------------	--	-----------------------------	-----------------------------	-----------------------------

Decision Type

- Coop Exec
- Committee - Transport, Regeneration and Climate
- Leader
- Individual Coop Exec Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g., Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Committee Member

Cllr Julie Grocutt (Co-Chair) & Cllr Mazher Iqbal (Co-Chair)

Lead Director for Proposal

William Stewart

Person filling in this EIA form

Jenny Wood

EIA start date

28th July 2022

Equality Lead Officer

- Adele Robinson
- Annemarie Johnston
- Bashir Khan
- Ed Sexton
- Louise Nunn
- Beverley Law

Lead Equality Objective ([see for detail](#))

- | | | | |
|---|---|---|---|
| <input type="radio"/> Understanding Communities | <input type="radio"/> Workforce Diversity | <input type="radio"/> Leading the city in celebrating & promoting inclusion | <input checked="" type="radio"/> Break the cycle and improve life chances |
|---|---|---|---|

Portfolio, Service and Team

Is this Cross-Portfolio

- Yes
- No

Portfolio/s

City Futures

Is the EIA joint with another organisation (e.g. NHS)?

- Yes
 - No
- Please specify

Consultation

Is consultation required? (Read the guidance in relation to this area)

- Yes
- No

If consultation is not required, please state why

Short term actions will be consulted on as appropriate as they are progressed.

If consultation has already been carried out, please provide details of the results with equalities analysis

Are Staff who may be affected by these proposals aware of them? N/a

- Yes
- No

Are Customers who may be affected by these proposals aware of them?

- Yes
- No

If you have said no to either please say why

Report asks for endorsement of Council position so that website can be updated. Short term actions will be consulted on as appropriate as they are progressed.

Initial Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation
- advance equality of opportunity
- foster good relations

For a range of people who share protected characteristics, more information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Identify Impacts

Identify which characteristic the proposal has an impact on tick all that apply

<input type="radio"/> Health	<input type="radio"/> Transgender
<input type="radio"/> Age	<input type="radio"/> Carers
<input checked="" type="radio"/> Disability	<input type="radio"/> Voluntary/Community & Faith Sectors
<input type="radio"/> Pregnancy/Maternity	<input type="radio"/> Cohesion
<input type="radio"/> Race	<input type="radio"/> Partners
<input type="radio"/> Religion/Belief	<input checked="" type="radio"/> Poverty & Financial Inclusion
<input type="radio"/> Sex	<input type="radio"/> Armed Forces
<input type="radio"/> Sexual Orientation	<input type="radio"/> Other

Cumulative Impact

Does the Proposal have a cumulative impact?

- Yes No

<input checked="" type="radio"/> Year on Year	<input checked="" type="radio"/> Across a Community of Identity/Interest
<input type="radio"/> Geographical Area	<input type="radio"/> Other

If yes, details of impact

Climate Change - Supports activity to progress the 10 point Climate Action plan and the introduction of the Clean Air Zone.

Local Area Committee Area(s) impacted

- All Specific

If Specific, name of Local Committee Area(s) impacted

Initial Impact Overview

Based on the information about the proposal what will the overall equality impact?

Overall there should be a positive impact from this proposal, in particular for disabled people and poverty & financial inclusion.

Short terms actions will be consulted on, or go through individual approvals for implementation, including completing Equality Impacts Assessments, as appropriate. This includes any proposed concession model for the future delivery of electric vehicle charging infrastructure.

Is a Full impact Assessment required at this stage? Yes No

If the impact is more than minor, in that it will impact on a particular protected characteristic you must complete a full impact assessment below.

Part B

Full Impact Assessment

Health

Does the Proposal have a significant impact on health and well-being (including effects on the wider determinants of health)?

Yes No *if Yes, complete section below*

Staff

Yes No

Customers

Yes No

Details of impact

Note: Air pollution contributes to 500 deaths a year in Sheffield, causing strokes, lung cancer and cardiovascular disease. The biggest cause of this pollution is transport, especially diesel vehicles. SCC is currently proposing the introduction of a 'category C' Clean Air Zone, which a switch to electric vehicles would support.

Comprehensive Health Impact Assessment being completed

Yes No

Please attach health impact assessment as a supporting document below.

Public Health Leads has signed off the health impact(s) of this EIA

Yes No

Name of Health Lead Officer

Disability

Impact on Staff

Yes No

Impact on Customers

Yes No

Details of impact

22,500 blue badges were held by people in Sheffield in 2013 (DfT 2013).

The programme of publicly available chargers / future charging hubs will be available to all to use, and the provision of accessible spaces included in roll out.

The Motability Scheme helps disabled people get mobile by exchanging their mobility allowance to lease a car, scooter, powered wheelchair or Wheelchair Accessible Vehicle. Electric and hybrid vehicles are available through the scheme. Where off-street parking is not available, or it's not possible to fit a home charge point, users need to be able to access a network of public charging points for easy charging ([Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)).

With the end of sale of new petrol and diesel cars and vans by 2030 those using lease schemes such as this are likely to move to full electric more quickly than the general fleet and as such require the expansion of the network to be accelerated.

Charging a vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps. This is supported by the governments national strategy which sets out that *"cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure"*.

In addition, pedestrians are top of the road user hierarchy in the amended Highway Code, and Inclusive Mobility guidelines¹ require that the needs of all disabled people are considered from the outset.

Innovative on street home charging solutions such as cable channels / gully's will be kept under review as the outcomes of trials are further understood, technology developed, and practical issues explored.

Private or communal installation of chargepoints may not be carried out on highway or other Council owned land as there is limited public space which has to meet competing current and future demands (including from other disabled users such as pedestrians or cyclists, or where suitable the provision of electric vehicle charging points available to the public). The cost of private / communal installations would also mean they would not be available to all.

On an individual level this may negatively impact disabled electric vehicle drivers who may be less able to access the existing public electric vehicle charging infrastructure that is available. This impact however should reduce over time as the public network of electric vehicle chargers expands and due to the current industry wide focus on improving the accessibility of public chargepoints.

In line with the government's new national strategy residential charging hubs will be incorporated into existing parking bays (or street furniture if this

becomes feasible in the future) ². Where facilities for local charging hubs are provided on highway, locations away from direct frontages are preferred with build outs off the footway in order to minimise impact on residents and other users.

Where a build out into the carriageway is not feasible a minimum footway width in line within the Inclusive Mobility Guidelines³ must be maintained.

Poverty & Financial Inclusion

Impact on Staff

Yes

No

Impact on Customers

Yes

No

Details of impact

Charging an electric vehicle at public electric vehicle charging facilities is usually more expensive than for those who can charge from home. This is due to the costs associated with installing, maintaining, and operating the facilities. Tariffs vary depending on the charge point operator, type of charging and energy price fluctuations amongst other things.

Charging a vehicle by trailing a cable across the pavement, or hanging overhead, is considered a hazard and not permitted even with the use of cable protectors or ramps⁴. Residents without off street parking are not able to access cheaper energy tariffs however this is felt to be outweighed by the impact on safety and pedestrians / vulnerable road users that widespread use would have.

Innovative on street home charging solutions which would allow access to cheaper tariffs such as cable channels / gully's will be kept under review as the outcomes of trials are further understood, technology developed and practical issues explored.

It is proposed to bring forward measures to minimise the financial risk to the Council related to the transition to electric vehicles and provision of charging facilities. This may include the phasing out of green parking permits which currently allow Ultra Low Emission Vehicles (ULEVs) to park in the city centre for free (in most SCC pay and display bays, subject to terms and conditions), and the introduction of the requirement to purchase a parking ticket where applicable* when charging in a council car park.

² Supported by governments national strategy which notes that:

Chargepoints should not obstruct pavements or highways or present a safety risk to pedestrians. Chargepoints must be incorporated into existing street furniture or parking bays wherever possible. In circumstances where it is not possible, priority must be given to ensuring that access to, and use of, pavements is not impeded and safety of pedestrians is not jeopardised.

³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁴ This is supported by the governments national strategy which sets out that *cables will not be allowed to trail across the pavement unless adaptive infrastructure is provided to accommodate them safely (e.g. gullies). Anything that creates a trip hazard does not constitute adaptive infrastructure.*

*Some car parks are amenity facilities and do not require a ticket at any time, others may be free overnight

Government recently ended the plug in grant for cars to concentrate funding on a) expanding the public charging network (seen as one of the main barriers to EV ownership) and b) electric taxis, vans, trucks, motorcycles and wheelchair accessible vehicles (where the switch to electric requires further development). The DfT note that the scheme has succeeded in creating a mature market for ultra-low emission vehicles, helping to increase the sales of fully electric cars from less than 1,000 in 2011 to almost 100,000 in the first 5 months of 2022 alone.

Government also note that there are significant savings in running costs for electric cars compared to petrol or diesel equivalents, and electric car drivers will continue to benefit from generous incentives including zero road tax and favourable company car tax rates. EV drivers can also expect to see a surge in cheaper, more reliable and quicker public chargepoints, as the government delivers its commitment to install 10 times more on-street chargers by 2030 ([Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/news/plug-in-grant-for-cars-to-end-as-focus-moves-to-improving-electric-vehicle-charging)).

Action Plan and Supporting Evidence

What actions will you take to mitigate any equality impacts identified? Please include an Action Plan with timescales

Short term actions include:

- Review and implement the new Electric Vehicles Accessible Charging Specification developed by the British Standards Institute (BSI) – expected summer 22
- Work with disability interest groups and lobby for further government guidance on provision if required
- The proposed phasing out of the green parking permit should consider whether certain vehicles should continue to be supported whilst the market matures. A separate approvals process and EIA will be required.
- A separate approvals process and EIA will also be required to enter into a future concession model, however as part of such a model the Council is likely to no longer have full control over the setting of EV charger tariffs at its chargers. This will need to be considered as part of the procurement process.

Short term actions will develop specific EIAs as appropriate to be approved as part of their approvals process. Development and implementation of planning policy will be assessed as part of the Local Plan approvals.

Supporting Evidence (Please detail all your evidence used to support the EIA)

[Disabled People Community.pdf \(sheffield.gov.uk\)](#)

[Are there any electric vehicles on the Motability Scheme? | Motability Scheme](#)

[Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

[Plug-in grant for cars to end as focus moves to improving electric vehicle charging - GOV.UK \(www.gov.uk\)](#)

[UK electric vehicle infrastructure strategy - GOV.UK \(www.gov.uk\)](#)

Detail any changes made as a result of the EIA

Ensured the inclusion of actions and considerations listed above in the committee report.

Following mitigation is there still significant risk of impact on a protected characteristic. Yes No

If yes, the EIA will need corporate escalation? Please explain below

Sign Off – Part B (EIA Lead to complete)

EIAs must be agreed and signed off by the Equality lead Officer in your Portfolio or corporately. Has this been signed off?

Yes No

Date agreed

Name of EIA lead officer

Review Date



Report to Policy Committee

Author/Lead Officer of Report: Kat Harrison

Tel: 0114 2735828

Report of: Kate Martin, Executive Director of City Futures

Report to: *Transport, Regeneration & Climate Policy Committee*

Date of Decision: *21st September 2022*

Subject: School Street Programme 2021/22: Report on the objections to the proposed advertised ETRO for School Streets at 4 locations

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? 1185				
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:

This report describes the measures taken to restrict vehicle movements and associated inappropriate parking at four school locations across the city through the introduction of a School Streets scheme (restriction of the road outside school gate to all but exempt traffic at certain times) via a series of Experimental Traffic Regulation Orders (ETROs).

It sets out officer’s responses to objections received in respect of the ETROs

and seeks a decision from the Policy Committee as to making the School Streets scheme permanent by making the restrictions in the associated ETROs permanent.

Recommendations:

Having considered the representations received and having determined that the reasons to support the proposals outweigh any objections, it is recommended that:

The Traffic Regulation Orders are made in accordance with the Road Traffic Regulation Act 1984;

Establish the 4 School Street schemes on a permanent basis at the 4 locations shown on the plans in Appendix B;

Background Papers:

Appendix A: Original ETRO proposals plans

Appendix B: Objections, queries & support - full 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 & Consultation: Annemarie Johnston REF
	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:
	Kate Martin Executive Director of City Futures
3	Committee Chair consulted:
	<i>Councillor Julie Grocutt, Deputy Leader of the Council and Co-Chair Transport, Regeneration and Climate Policy Committee</i>
	<i>Councillor Mazher Iqbal, Co-Chair Transport, Regeneration and Climate Policy Committee</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>Kat Harrison</i>	Job Title: <i>Senior Transport Planner</i>
Date: <i>5th September 2022</i>	

1. PROPOSAL

1.1 As part of the 2021/22 School Street Programme, the Council (via its Traffic Regulations team) advertised the intention to introduce School Streets on an experimental basis at the locations listed below. A School Street is where road closure restrictions outside school gates are introduced at drop off and pick up times, to ensure a reduction in vehicles and thus create a safer school entrance.

1.2 In two cases, objections to the advertised restrictions have been received.

- Argyle Road & Close, Carfield Primary School
- Glen Road, Nether Edge Primary School

No objections at

- Tullibardine Road, Greystones Primary School
- Pomona Street, Porter Croft Primary Academy

1.3 These locations have been prioritised for delivery in 2021/22, using the Council's approved methodology & criteria.

2. HOW DOES THIS DECISION CONTRIBUTE?

2.1 Prior to the implementation of the School Street schemes, at each location the Council had received numerous complaints from parents, local residents and school staff regarding the traffic outside the school gates at drop off and pick up times. The schools involved are all ModeshiftSTARS accredited (National Sustainable Accreditation scheme) and have worked hard alongside the Council to encourage and enable their pupils to travel actively to school and reduce the number travelling by car. However, the issues created by inconsiderate and dangerous parent parking meant that closing the road to all vehicles apart from essential access was deemed appropriate at each end of the school day.

2.2 The functions of the School Street schemes include:

- creating safer school entrances for all
- improving & creating safer walking and cycling routes for the journey to school
- improving local air quality (no idling engines outside school)
- quieter streets (no idling engines or stressed shouting adults)
- an increase in families choosing active journeys to school
- removal of inconsiderate and dangerous parking that obstructs footways and traffic flows near the school gates.

There is no negative impact on climate change or economically. The daily journeys of all children walking, cycling and scooting to school will be improved. Delivery and emergency vehicles along with local residents

will have improved access due to the lack of school run congestion in these areas.

3. HAS THERE BEEN ANY CONSULTATION?

3.1 Each scheme consulted local residents & parents via a letter and survey prior to their launch. All queries and concerns were dealt with via email. Each ETRO was advertised on site 7 days before launching on 18th October 2021 and an advert was placed in the local paper as is legally required. The initial consultation, for all of these schemes, took place between June & October 2021 and then was ongoing for the first 6 months of each ETRO being in place.

Objections received

Carfield Primary School Street, closure of Argyle Road and Argyle Close

Objection 1	Objection not upheld.
<p>“The unintended consequence of the action to close Argyle Road prevents me from going about my legitimate business in my normal manner. Argyle Road is a public highway. I have not been consulted directly, despite the intended restrictions to this public highway to which I normally have vehicular access to traverse. It causes me great inconvenience and removes my former rights to travel along this highway to get to work in a reasonable timeframe. This RTO is wholly unacceptable to me.</p>	<p>The complainant lived several streets away from the closed roads and therefore did not receive a letter. The Council did however carry out its consultation in accordance with the requirements of the relevant legislation. In addition, the benefits of the School Streets scheme to other highway users are considered to outweigh the inconvenience caused to this particular individual, and in any event there are many more appropriate and quicker routes they could take in order to go about their business.</p>
Objection 2	Objection not upheld.
<p>I am a resident on argle road and although we have been issued with parking permits wish to complain about this road closure it is not staffed by council staff but school parents traffic on the surrounding roads is a nightmare making travelling hurendos if you could please provide me with an email or telephone number where i can appeal this dicission as it is stupidity at its best</p>	<p>The restrictions contained in the ETRO, which enabled the School Streets scheme to be introduced, are not enforced by parents. The relevant schools have been informed that parents may “staff” the closure point so as to remind road users that the restrictions are in force.</p> <p>The complainant did not respond to our reply and so we haven’t taken the matter any further.</p>

Nether Edge Primary School, closure of Glen Road

<p>Objection 1</p> <p>Having walked passed Nether Edge Primary school in the mornings this week, and over the last 2-3 weeks on a bike I've noticed cars parked on Abbeydale Road to drop off school children. Typically 1-2 cars, but this morning at 8:30-ish there were five. On foot this isn't a huge issue, but on a bike it coincides with the road narrowing, traffic lights and the bus lane/stops creating an extra lane. There's also the issue of inconsiderate opening of car doors. Glen Road has been closed to protect the school entrance: maybe the council would care to actively police the closure to protect the vulnerable users of Abbeydale Road? Given the inability of the school and council to enforce the parking rules on Abbeydale Road as a result of the closure of Glen Road please consider this a formal objection to the Experimental Order issued for Glen Road on October 7th 2021</p>	<p>In response to the objection:</p> <ul style="list-style-type: none"> • Parking Enforcement were contacted and regular patrols set up along this stretch of road to deal with the issue. • Parking enforcement had received no other reports regarding this area. • The school were contacted to re-iterate to parents the dangers and illegality of dropping off on Abbeydale road near the school. <p>These measures are considered to properly address the matters raised in the objection such that the School Streets scheme can be implemented on a permanent basis.</p>

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality of Opportunity Implications

The measures will improve safety outside the school entrances, through the removal of parking that obstructs both vehicles and pedestrians and blocks sight lines. This should have a positive impact for all highway and footway users particularly disabled people, older people and school age children

4.2 Financial and Commercial Implications

The total cost of implementing the schemes is to be funded from the allocated capital budget for School Streets.
 The total cost of constructing these schemes was: £43062.03 (Amey construction costs)

The total cost of implementing these schemes was: £66645.55 (this includes the above-mentioned Amey Construction cost as well as SCC staff time, hiring of planters, PPE and other associated costs).

There will be some additional costs incurred making the schemes permanent mainly:

Road Surface treatment – 20k

Permanent planters/street furniture (where appropriate) – 10k

Commuted Sums – 50k

Financial approvals will be confirmed through the capital gateway process via the resources and strategy committee.

4.3 Legal Implications

The Council has powers under Parts V and VIIA of the Highways Act 1980 and the Road Traffic Regulation Act 1984 ('the 1984 Act') to implement the improvements requested in this report. The Council may implement traffic restrictions (including the modification of existing restrictions) on an experimental basis so as to test their efficacy via an ETRO made under section 9 of the 1984 Act. This was the case in respect of the School Streets scheme.

The Council further has the power to make ETROs permanent via the making of Traffic Regulation Orders (TROs) under section 1 of the Road Traffic Regulation Act 1984 ('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 making of a TRO which replicates the restrictions contained in a prior ETRO can follow a truncated procedure whereby the typical notification requirements are waived due to that already having been carried out in respect of the ETRO. This procedure is described in paragraph 3.1 of this report and it was carried out in full compliance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ('the 1996 Regulations'). Regulation 23 of the aforementioned regulations requires the Council to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are presented for consideration in this report.

In deciding whether to make a TRO, the Council must have regard to its duty under section 122 of the 1984 Act to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as well as the provision of suitable and adequate parking facilities on and off the highway, so far as practicable while having regard to the matters specified below:

- (a) the desirability of securing and maintaining reasonable access to premises.
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating

and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;

(bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and

(d) any other matters appearing to the Council to be relevant.

The Council is under a further duty contained in section 16 of the Traffic Management Act 2004 to manage their road network with a view to securing the expeditious movement of traffic on the authority's road network, so far as may be reasonably practicable while having regard to their other obligations, policies and objectives. This is called the network management duty and includes any actions the Council may take in performing that duty which contribute for securing the more efficient use of their road network or for the avoidance, elimination, or reduction of road congestion (or other disruption to the movement of traffic) on their road network. It may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in its road network. The proposals described in this report are considered to fulfil that duty.

4.4 Climate Implications

Transport - To help monitor the impact of the schemes an annual Mode of Travel to school survey will be carried out at each school, results can be compared year on year.

4.5 Other Implications

The implementation of these schemes will improve road safety for pedestrians, cyclists and motorists as pavements will not be blocked by parked and manoeuvring vehicles and the school entrances will remain clear of traffic.

4.51 The introduction of School Streets will have a positive impact on the way people choose to travel to school. As parking is limited, it may also encourage people to walk or cycle their journey and leave the car at home at the very least they will park further away. This, in turn, supports the Clear Air Zone initiative.

5. **ALTERNATIVE OPTIONS CONSIDERED**

The only alternative is to not introduce School Streets at these locations, this is not considered to be an acceptable option. The removal of obstructive parking and dangerous vehicle manoeuvres outside the school gates ensures the safety for the most vulnerable users at these times. Consequently, the measures proposed will contribute to pedestrian & cyclists' safety and their removal will result in the opposite

Without the introduction of the School Street outlined in this report, all the road safety, accessibility, and air quality issues, for children, their families

& local residents will remain.

The beneficial effects of the proposed measures do not incur the penalty of having adverse effects on either the climate or the economy as there are none.

6. REASONS FOR RECOMMENDATIONS

The proposed measures (the making permanent of the School Streets schemes described in this report) will address the following:

- Dangerous parking at the school entrances by parents dropping off and collecting children from school
- Idling engines at the school gates
- Traffic congestion outside school gates
- Improve conditions for those who walk, cycle and scoot to school
- Encourage others to leave the car at home and choose active ways of getting to school
- Health benefits for all
- Community benefits as streets are prioritised for active journeys become a more enjoyable space to use.
- Where planters at scheme entrances are used the school and community can take ownership of their street and be proud of their space.

Testimonials

“Just to say that we at Number 89 are experiencing a blissful silence punctuated only by the sound of kids and parents walking to school this morning!” Resident

97% of parents at Greystones support the closure being made permanent (Survey May 2022)

“It’s made a huge difference to my children being safe in a morning. It’s made the morning much less stressful” Parent

“The scheme is going really well and we would like to continue with it. Parents have got used to the road being closed and we have had positive feedback.” Cath Thomas, Head Teacher Porter Croft Academy.

“The scheme has been really successful. It has really improved the traffic around the school and has kept the children really safe.” Hannan Mohammed, Head Teacher Carfield Primary School

“My daughter now asks to cycle to school and I can say yes, it’s lovely” Parent.

Having considered the response from the public and other consultees it is recommended that the School Streets restrictions be implemented on a permanent basis as, on balance, the benefits of the scheme as outlined above are considered to outweigh the concerns raised.

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SCHOOL STREETS – PROPOSED PEDESTRIAN AND CYCLE ZONES (PROHIBITION OF DRIVING EXCEPT PERMIT HOLDERS) AND A ONE WAY TRAFFIC

Carfield Primary School

School Streets: Argyle Road between Cyprus Road and Upper Albert Road and Argyle Close

Times: 8.00 - 9.15am and 2.30 – 3.45pm.



Nether Edge Primary School

School Street: Glen Road between Abbeydale Road and Sandford Grove Road

Times: 8.15 – 9.15am and 2.45 – 3.45pm



Greystones Primary School

School Street: Tullibardine Road (the whole).

Times: 8.15 – 9.15am and 2.45 - 3.45pm.



Porter Croft Primary Academy

School Streets: Pomona St between Harland Rd and property boundary No.16/18 Pomona Street , Sawdon Rd (the whole) and Stalker Lees Rd between Sawdon Rd and Harland Road.

Times of School Street: 8.15 – 9.00am and 2.45 – 3.30pm

One Way Traffic (At all times): Pomona St between Harland Rd and Sawdon Rd, Sawdon Rd (the whole) and Stalker Lees Rd between Sawdon Rd and Harland Road.



Nether Edge

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COMMENT	Support/ Object	REPLY TYPE? DATE	RESPONSE
<p>██████████ I just wanted to say how much we're appreciating the road closure. I'm ██████████ pregnant and have a ██████████ son the term time traffic issues were very difficult for us but the past 2 days of road closures have been absolutely brilliant. The air has felt cleaner, I haven't had to worry about safety when leaving the house with my toddler and I've been able to return home after appointments, regardless of the time. Before, I was completely unable to return home at certain times due to the traffic. Another positive we have noticed is that the pedestrians seem to be much safer- before we've had a couple of incidents of children stepping in front of the car when it's been moving, or stepping into the road behind the car when we've been parking which has been very frightening for all concerned. The road closure actually seems to have made the foot traffic a lot calmer as well which has been brilliant. The whole thing just feels far less chaotic and much safer.</p>	support		
<p>I am writing today to say thank you to the head and your staff for speaking to me last week about the School Streets scheme that is currently running on Glen Rd. From my visit, it looked as if the scheme was working well and parents, as well as staff, were very much happy with it being in place. Glen Rd looked and felt much safer than it had done in previous years and the scheme allowed for a calmer end to the school day. I saw parents and children able to cross the road safely and breath in air that was not full of pollution from idling vehicles. I had the chance to speak to some parents who said that they felt the scheme had encouraged them to walk more often to school and gave them an opportunity to spend greater time speaking to staff at the end of the day. I did not see any vehicles attempt to disrupt the TRO that was in place and there were no complaints from anyone that I spoke to either. Having spoken to the community at varying times over the last few weeks, it feels that after some initial misgivings, that now the community has experienced the calm, traffic-free environment of</p>	support		

<p>School Streets, there does seem to be widespread support for the continuation of the scheme.</p>			
<p>I live about a 10 minute walk away from the school and I drive down Abbeydale Road in the morning to go to work. Every morning there are cars parked on Abbeydale Road and parents getting out and taking their children into your school. As I'm sure you know Abbeydale Road is a clear way at that time and cars are not allowed to park. I see my next door neighbour parking there everyday. These cars are causing congestion on the main road, forcing vehicles including buses to queue and spew out fumes right next to your school. Vehicles have to pull out and go round parked cars causing chaos and raising the potential for accidents and all of this near the crossing used by your students and parents. It seems to me all this initiative has done is move the problem round the corner on to a main road. It can only work properly if your parents are prepared to engage and it seems to me that many of them are only interested in what is most convenient to them.</p>	Feedback	email reply 19.10.2021	<p>Thanks for taking the time to feedback your concerns and observations regarding the closure of Glen Road at school drop off and pick up times and the negative effect it is having on traffic flow on Abbeydale Road. The following actions have been taken:</p> <ul style="list-style-type: none"> • The SCC enforcement team have been informed and do regularly patrol the area, just this morning they handed out several fixed penalty notices to parked vehicles on the road • The school are sending out repeat information, stressing the importance of parking appropriately and safely, and warnings to parents against parking on Abbeydale road. <p>We are pleased that the majority of parents at the school have welcomed the road closure and have chosen safe alternative places to park or have chosen to walk instead. However there are a small minority who believe the rules don't apply to them and through their actions create problems for other road users, we hope with regular enforcement these people will change their behaviour.</p>
<p>Having walked passed Nether Edge Primary school in the mornings this week, and over the last 2-3 weeks on a bike I've noticed cars parked on Abbeydale Road to drop off school children. Typically 1-2 cars, but this morning at 8:30-ish there were five. On foot this isn't a huge issue, but on a bike it coincides with the road narrowing, traffic lights and the bus lane/stops creating an extra lane. There's also the issue of inconsiderate opening of car doors. Glen Road has been closed to protect the school entrance: maybe the council would care to actively police the closure to protect the vulnerable users of Abbeydale Road? Given the inability of the school and council to enforce the parking rules on Abbeydale Road as a result of the closure of Glen Road please consider this a formal objection to the Experimental Order issued for Glen Road on October 7th 2021</p>	Objection	email reply 29.3.2022	<p>Thank you for your email. I'm sorry to hear that Parents have reverted to parking & dropping off children on Abbeydale Road. I passed on your email to parking enforcement and they've responded "Morning Kat, we have a patrol on Abbeydale Road during the morning and evening arterial patrols. We have not had any feedback regarding vehicles parking at this time, I will ask officers to be at this location during patrol to check at around 8.30am, they are usually on schools and patrolling bus lanes at this time. Thank you for the information."</p> <p>Hopefully this patrol will help educate those few families who are choosing to put others in danger by parking illegally and dangerously. I will also ask the school to reiterate to all families that Abbeydale Road is not a suitable place to park or drop off children.</p>

Greystones

COMMENT	Support/ Object	REPLY TYPE? DATE	RESPONSE
<p>Thanks for upgrading to double yellow lines, as a Practice we are really grateful and hope it will be safer as we exit our car park. However, there are persistent offenders who still insist on parking there whilst they have a coffee at Gilmores. Some afternoon park attendants would be really helpful to break this habit, before term starts and Tullibardine Road closes.</p>	<p>Support</p>		<p>Thank you for your feedback it is much appreciated. Current working practices and the departments work load are making it harder to co-ordinate schemes to be 'active' at a set scheduled date. Due to this issue the lines are in place before the legal Order is active to enforce them. Occasionally, these things happen or the other way round, and we have to work around them. Please can I ask that you bear with us whilst the issues are resolved. This is likely to be in Sept/Oct. A 'notice' will be posted on lamp columns once the whole experimental scheme is active. The 'School Streets' scheme may run with a temporary Order until this time. I apologise for this inconvenience.</p>

<p>I wish to feed back to you what chaos your decision to close Tullibardine road has caused. I have just attempted to park somewhere near my house on Ranby Road to unload my food shopping and I was forced to drive round the local streets 3 times and was still unable to find a parking space. I am disabled and have blue badges and I ended up using them to park temporarily outside the Drs surgery at the bottom of Tullibardine Road, on a double yellow line which I do not like doing as it decreases the visibility of other road users. What I found is parents parking on corners of junctions, on double yellow lines, keeping their engines running to give the impression that they were not staying long and blocking the visibility of other drivers at the junctions. In addition, they parked on the white zig zag lines which surround the zebra crossing. Furthermore, the children who have just walked out of school up the middle of Tullibardine road, continue to walk as if there is no traffic & I just had a child step in front of my car on Greystones Road as if they did not realise they were now outside the "no car zone" and cross over to their parent waiting on zig zag lines next to the zebra crossing. I then witnessed the same thing happening again on my next turn round the block to another driver. The decision to close Tullibardine Road at both ends of the school day has caused absolute chaos and made the situation more dangerous for the children. If you are going to ignore the local residents' comments and go ahead with this scheme, at least send a traffic warden to stop drivers doing illegal things and endangering the lives of these children because your scheme has not reduced the number of cars picking up their children, it has simply shoved the problem onto the main Greystones Road and increased the chaos and danger. The council need to look closely at the catchment area to stop families who cheat the system and come from other areas of the city as they are the ones who will always have to bring their cars and never walk to school.</p>	<p>Feedback</p>	<p>email reply 12.10.2021, holding email sent 20.9.2021</p>	<p>Thank you for your comments and feedback regarding the closure of Tullibardine road, we really do appreciate you getting in touch and sharing your concerns. Since receiving your email a member of the team has been out to look at the traffic at school drop off and pick up times. Although on a couple of occasions there were no obvious issues to report, on a later visit things were very different with a small number of parents waiting on the white zig zags, parking on double yellow lines on Greystones road and generally making the area extremely dangerous for everyone. This behaviour isn't acceptable or legal and we've been in touch with both parking enforcement and the neighbourhood police team requesting assistance. We are working closely with the school and they are sending out regular reminders to parents to park safely and appropriately if travelling by car. The children have also received road safety lessons and should be aware that even on Tullibardine road there is still traffic and to use the pavements as normal. Every year the school carries out a travel survey, the results from the previous 2 years are below. As you can see less than 10% of children travel by car, it will be interesting to see when the survey is carried out this year if that number has indeed changed - obviously, we are hoping to see a reduction in car use! We also know that the majority of those arriving by car live within walking distance but chose to drive due to other commitments such as work. This group are a key focus for the school and our active travel team. We take all views regarding the street closure trials seriously and use any complaints &/ feedback from locals to further inform our designs. We are striving to create quieter, safer streets around school and need to run trials to identify and work on any problems before anything is made permanent.</p>
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<p>I am writing to object to the signs and planters which are in the road for Greystones school. I don't object to the road closing during these times and staff still have barriers across the road. The signs at the top part of the road take 2 parking spaces up when it is already very difficult to park around here. The signs and planters at the bottom are on the double yellow lines so don't take up spaces. I'm now often parking over 100metres from my house regularly. Why do the signs have to be in the road rather than the pavement as signs usually are?</p> <p>The road closes for 2 hours a day during term time but we are stuck with these signs and planters 24/7 I also think they will cause an accident as are not well lit at night.</p>		<p>email reply 18.11.2021</p>	<p>They are placed in the road to make the road narrower, helping drivers be more aware of the scheme and to help the marshals close the road to traffic at either end of the day. It also means we do not clutter the pavement for pedestrians who need to use it with buggies, wheelchairs etc. The planters have been positioned just after the single yellow line on each corner finishes whilst not obstructing the dropped kerb for pedestrians wishing to cross the road. As I'm sure you're aware the highway code states, "it's illegal to park opposite or within 10 metres (32 feet) of a junction". We have tried our best to impact as little as possible on residents parking but appreciate there has been a small loss of road space. The scheme is on an experimental order and so changes can be made. I can talk to the engineers regarding the placement and see if there are any other solutions. It might also be that the planters do not stay even if the scheme is made permanent. I can also see if we can have some reflective stickers put on them to help make them more visible at night.</p>
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General Comments

COMMENT	Support/ Object	RESPONSE		
<p>I am responding on behalf of CycleSheffield. We support all these proposed Experimental Traffic Regulation Orders. Regards,</p>	<p>Support</p>			

<p>This is the first information I have had on this. I'm not aware of any consultation with us on it. Obviously, the key issue is how you propose to manage and enforce these restrictions. I am presuming you will be introducing physical measures to prevent access into the affected streets. Certainly it is not something that can be left to signing alone and likewise not something we can be expected to support through enforcement.</p> <p>I cant see any signing information or anything within the pack you have provided to give any clue as to the measures to secure compliance with the restriction.</p>	Feedback	<p>Afternoon [REDACTED]</p> <p>Apologies for not including you earlier on in the process.</p> <p>We currently have 4 School Streets in operation in Sheffield, they are:</p> <ul style="list-style-type: none"> • Carfield Primary – Argyle Road (from the junction with Cyprus Road) and Close • Greystones Primary – Tullibardine Road (from the junction with Greystones Road to Huntingtower Road) • Nether Edge Primary – Glen Road (from junction with Abbeydale road) • Porter Croft Primary – Pomona Street (from junction with Harland Road) <p>Each scheme will have signage at the entrance and exit, planters at the entrance to narrow the road and a removable barrier marshalled by trained school staff and volunteers. All signage has been approved by DfT and is specific to each location in conjunction with the ETRO starting from 18th October.</p>	<p>Apologies for not replying sooner, Ive been trying to work around suffering from Covid which has been a bit up and down but hopefully im through the other side.</p> <p>Would you mind sending me the signing schedules so I have some understanding of the nature of the signs you are using.</p> <p>I would be interested to see how this works out particularly around the way the closures are managed. I know that Barnsley have moved away from this due to concerns over potential conflict with non accredited operatives (school staff) implementing closures.</p> <p>How is the success or otherwise of this initiative being monitored, what are the indicators to gauge this?</p>	<p>I hope the attached is what you're after, I'm very new to this side of transport planning and so a lot of the terminology is unfamiliar.</p> <p>All the schemes have been in place with school staff and volunteers marshalling the barrier since the start of the academic year (Sept 2021). There have been a couple of instances of conflict at the barrier and at the school gates but this has been one or two vocal parents who simply disagree with the concept as a whole. The majority of people, both local residents and parents have welcome the closures and are enjoying the benefits they bring.</p> <p>Monitoring and evaluation</p> <ul style="list-style-type: none"> • We will have a feedback session with each school after half term to discuss their scheme, what's working and what isn't. • Each school has an Active Travel Officer from our team working closely with them on all things active travel so any issues can be highlighted and dealt with promptly. • I am part of the volunteers whats app group, so if anything happens whilst they are marshalling the barrier they can get in touch with me directly • All complaints, feedback is directed to the schoolstreets@sheffield.gov.uk email address so I have an overall view on how things are going, and what problems may be happening in the surrounding area as a result of the closure. • We will survey residents and parents before the end of term to gauge their views (questions yet to be determined). • The school will carry out a travel survey with the children – hopefully we will see an increase in active travel to school.
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We have had input from local neighbourhood police teams at both Carfield and Nether Edge since the schemes were implemented on temporary TROs in September. Some assistance has recently been requested at Greystones as a small number of parents are using the pedestrian crossing markings as a car park. Other than an occasional visit, we would not expect the schemes to require police enforcement.

If you would like any further details or information regarding these schemes or future school streets, please do get back in touch.

Let me know if you want to discuss further,

Carfield

COMMENT	SUPP ORT/ OBJE CT?	REPL Y TYPE ? DATE	RESPONSE				
<p>██████████. I'm writing regarding the new "street furniture" that has appeared. I am not aware that residents were notified and I live very close to the place where this has been installed. My neighbour ██████████ has shared the message she received from yourselves in respect of this (pasted below). As advised in that message, I'm following up to ask questions and offer my views. As such:</p> <ol style="list-style-type: none"> 1. Please can you advise where this was advertised on street, for how long and how this met the legal requirements for information and consultation? 2. What is the benefit of narrowing the street? Is this due to replace the marshals and if not, what is the purpose of it? <p>My views and reasons for asking these questions are as follows: - I acknowledge you have said you did take steps to inform, but wonder how then, these notices failed to reach me and other residents. I didn't see any signage / notification on the street and I'm not aware of any neighbours who saw a notice. Also, like most people, I don't regularly get a local</p>	<p>feed back</p>		<p>Thanks for getting in touch. I'll do my best to answer your concerns and questions regarding the street furniture on Argyle road. As stated in the previous email SCC are legally obliged to inform the public of the experimental traffic order both on street and as a notice in the Sheffield Telegraph. The map below shows the location of where the notices have been attached to existing poles etc on Argyle Road & Close. The picture below shows what they look like and that they were displayed on 7th October, at least 10 days prior to the installation. They will not be taken down for the length of the order. As these traffic orders are both temporary and experimental the council is able to try out different approaches to problems. The public can object to any part of the scheme including the street</p>				

paper so would not have seen this if it was just put in the Star or Telegraph; plus, I'd strongly suggest that methods of notification need to move with the times.

- It does seem that this is another example of SCC failing to communicate with residents, and the reply below to [REDACTED] enquiry seems to just pay lip service to information and consultation by doing the bare minimum. That being the case, it would be good to have this reviewed for future communication over such matters.

- It is frustrating to have changes made without knowing or knowing the rationale, especially when these cause disruption. It is much better to be reassured that residents' needs have been taken into account, which very much does not seem to be the case from the approach taken, including the below reply. I'd be very keen to see better communication to support this.

- As there are usually parked cars all the way along, the new "furniture" doesn't in fact narrow the street. It just prevents parking, at all times - not just during school pick up and drop off. It's very difficult for residents to get parked on the road, and the addition of extra vehicles for school was time limited, whereas the signs and planters are taking up two "spaces" permanently, and adding to a further 'break' in available parking

furniture, the size & location of planters etc in the first 6 months of installation. The council must then take into account all objections whilst deciding the future of the scheme (to keep it as is, to keep it but change parts of it or to take out completely). This is the legal requirement. The narrowing of the street using planters is aiming to:

- Create a marked entrance/exit to the school street
- Make the school street distinguishable from other streets
- Make it easier for those marshalling the closure point, as it makes their space safer – cars are unable to drive around the edge of the barrier.
- Slows down moving traffic at all times
- The narrowing will not replace the marshals.

However if the scheme was to be made permanent so could the narrowing of the carriageway, if it was felt to be beneficial.

We fully appreciate that notices in the paper and on

been passed these contact details by highways sheffield am trying to find out if u actually have a road closure permit or under what law the council is closing this road as a public highway has right of access without a valid permit
 can u please forward me a copy of the permit or relevent law you are using to close the road so i can list it in my legal challenge also can u tell me what department is funding these closures just in case your unaware this information is givable under the freedom of information act -----Hello as u are no doubt aware any council initiative is a matter of public record so please find this email to be a freedom of information request for a full and detailed report on all messages sent in the private whatsapp group for the marshals on the road as i have been directed to contact Kat at school streets to be told by marshals she is part of this whats app group but not a part of school streets screenshots would be preferd as cant be altered----
 ---can u please provide me a copy of your coucil id as you clearly dont work in the school street department this is a freedom of information request as i belive you misrepresented your status to carfield primary school

The School Street (closure of Argyle Road & Close) has been set up by Sheffield City Council in partnership with ModeshiftSTARS and the School. All signage has been provided by contractor Amey and will be stored at the school whilst not in use. The school is by no way an impartial element of this scheme, they are fully committed and we are all working together to create safe, traffic free, school streets, benefiting everyone. The attached images seem to be from a private facebook group consisting of concerned parents discussing the daily traffic issues outside Carfield Primary School.
 Paul Turpin is a parent with children at the school and a Local Councillor for the area. In both roles has been involved in campaigning for traffic solutions and offered valuable support for Carfield School and I'm sure will continue to do so.----yes but the signage contradicts the order the order states to allow access to frontages the signs do indeed mark a pedestrianised zone and as such would allow no traffic includeing blue badge holders

Please see attached a couple of emails I've received from this man. He's not been pleased about the scheme or the indeed the concept from the very beginning, he's been aggressive towards volunteers and has threatened to sue the school on multiple occasions. As you can see from the most recent email, he now wants a copy of my council ID!!
 Glad that you spoke to him Richard. Any advice on how I should respond?

RC: I've just had a discussion over the phone with a gentleman called [REDACTED] regarding Argyle Road, the restrictions for School Streets and the ETRO for the same. He claimed that he was going to object to the ETRO and also make a complaint regarding a Councillor's "abuse of power". Could you tell me whether you've heard from this gentleman before, please?
 He wants a copy of the ETRO, which I am happy to send to him,

RC: I've spoken to [REDACTED] again on the phone as he called me once more. He told me he was trying to send an e-mail with accompanyin g material to the Traffic Regs e-mail address but is apparently being blocked from doing so. As of this moment he is in the process of sending me a series of e-mails which appear to be scattered in their subject matter – I've received 9 so far. I will collect them and send them through to Traffic Regs

through as u have just stated as it is a traffic regulation but a change of use requires planning consent i was unaware of any such planning-
----The white signs mark the start of the pedestrian and cycle zone, they also state what time the zone is in effect to and from. As you know there is a traffic regulation order in place which prohibits traffic from entering the zone between the times marked on the signs. If people in cars (who are not exempt) enter the zone during the stated times they are breaking the law by committing a moving traffic offence and could be reprimanded by the police for doing so.
Our volunteers are simply helping people to understand this new zone, remind them that traffic is banned at these times, thus helping to create a safer, quieter road outside the school at pick up and drop off times for the benefit of everyone.
If people respected the signage and the zone, out volunteers wouldn't be necessary - what a wonderful thought! Until then they have every right to be there helping drivers become aware and

but I did just want to check what the history of correspondence had been with him and whether he's been sent anything previously. I've CC'd in Peter to this e-mail because I think we did trial School Streets with a TTRO before making the ETRO. Is the ETRO now the basis for the restrictions in place? [REDACTED] claimed to have obtained my number from the TTRO, which I expect would mean that he took it from the notices relevant to the TTRO. If we've implemented restrictions on

as they are the intended recipients.
As regards how to deal with his e-mails that you had attached, I can see that there are (among other things) information requests. I would suggest you inform the Information Management team so that they can be aware and can track these requests. They'll also be able to offer advice on dealing with those but if you need legal advice on them then I can assist where

park appropriately away from school. I hope this clarifies the situation for you.

the basis of the ETRO then I just want to check that there no notices out on street at the moment concerning the TTRO rather than the

necessary. I've no doubt I will be getting more material from [REDACTED] in due course. I think we are heading for a situation where multiple officers are going to be e-mailed a large volume of material, where a series of questions are being asked of those different officers and where the best thing for all concerned would be for that to be managed in such a way that there is a single point of contact

						<p>for the different strands of his correspondence.</p> <p>It seems to me that it would not be possible to deal with his concerns through the 'Problem Solving' part of the complaints procedure owing to the amount of material to be addressed although you will need to make a decision on this yourself. My view is that it would benefit everyone for him to collect his concerns in a written format, where any questions he</p>	
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asks can be put to us in some form of structure and so that they can be properly addressed through an investigation . I think therefore that [REDACTED] will need to be informed of the Council's complaints procedure so that the aspect of his concerns that can be regarded as such can be separated out and dealt with as appropriate as part of that process. Part of kicking off this process will involve identifying the relevant

						<p>department(s) which will deal with the complaint, the investigating officer and the officer who would be responsible in the event that a review of that investigation is requested. One of the benefits of this process is that, depending on the outcome and should [REDACTED] have exhausted options through the corporate complaints procedure, it would then be appropriate for him to be referred to the LGO if he</p>	
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						<p>wishes to take the matter further – rather than him have unlimited opportunity to pursue the same complaint once investigated.</p> <p>If he objects to the ETRO then that will need to be dealt with accordingly as well, however this should be relatively straightforward insofar as an objection to an ETRO should be a discrete thing and not the subject of ongoing correspondence. The grounds for his objection</p>	
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						<p>are not clear, he appears to claim the order was “illegally obtained” but he hasn’t set out why, at least not in the correspondence I have seen so far. He’s referred to the involvement of the member, but this is not in the context of a decision by that member. Until such point as the objection is made clear then we should reserve our position on this as the actual objection received may be irrelevant for the purposes of</p>	
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the
regulations.

<p>I wish to object to the attached Road Traffic Order: Prohibition of Driving except Authorised Vehicles and Permit Holders (School Street's) at: Carfield Primary School - Argyle Road between Cyprus Road and Upper Albert Road and Argyle Close between 8.00am - 9.15am and 2.30pm – 3.45pm. I have previously made representations on this issue [initial email from me [REDACTED] (25/06/2021) and the response from [REDACTED] to my initial email (30/06/2021), attached] and continue to make such representations which I request are now treated as an objection to this specific experimental Road Traffic Order Prohibition Notice. The unintended consequence of the action to close Argyle Road prevents me from going about my legitimate business in my normal manner. Argyle Road is a public highway. I do not appreciate being forced to traverse the adjacent very narrow side streets with cars parked on both sides of the roads. For information these streets are: Cyprus Road, Upper Valley Road, Kent Road and Rushdale Road. I also consider that all persons living on Bishops Court Road should have received a letter from the City Council informing them of this experimental Road Traffic Regulation Order. I have previously requested that I and residents who live on Bishops Court Road and all streets adjoining Argyle Road, be informed and consulted on</p>	objec tion	<p>Thank you for your recent email regarding the School Streets Experimental Traffic Regulation Order. For further information the Carfield Primary School – School Street Scheme operates over the following roads/times:</p> <ul style="list-style-type: none"> - School Streets: Argyle Road between Cyprus Road and Upper Albert Road and Argyle Close - Times: Monday to Friday (Term Time excluding Bank Holidays) 8.00 - 9.15am and 2.30 – 3.45pm. The prohibition of driving except permit holders will create school street's with a safer school entrance. A reduction in vehicle numbers and movements in the immediate vicinity of the schools will make it easier and safer to walk, scoot and cycle the journey to school. The reduction in vehicles will also improve air quality around the school gates. <p>The Local Authorities Traffic Order (Procedure) Regulations 1996 were followed and our duty to publish a notice in the local paper was complied with. In addition notices were displayed on street and residents on the streets</p>	<p>HS: Thank you for talking with me on the morning of Wednesday 23rd June 2021. I am the person living on Bishops Court Road who was questioning you and your colleagues regarding the road closures during school drop off hours in the morning and pick up of children in the afternoons during the week beginning 21/06/2021. I did not see any signage informing me of this fact until I drove along Argyle Road on Monday 21st June 2021 (after the 09.15 reopening of the road), on my way to work. I was uncertain if I'd read the sign on the pavement correctly, given I was in a travelling vehicle and it would have been unsafe for me to spend more than a few moments glancing at the signage. I have not been consulted on this road closure, nor informed in writing. Is this official signage prepared and installed</p>	<p>HS: Thank you for taking the time to respond, your response is appreciated, although I do not support what you are doing, this is a problem of parents using vehicles to deliver their children to school, but we will all be impacted by your proposals.</p> <p>I personally would like to be consulted on these proposals as I will be objecting to them.</p> <p>Please can you ensure that I am added to your list of consultees as all persons living on Bishops Court</p>	<p>SS: As a City Council we have do try and do what's best for everyone, in this case the 600 children and their families who attend Carfield Primary school and their right to a safe school entrance are our priority. Removing through traffic on this road at school drop off and pick up times is one way to ensure this outcome. As I explained in my earlier email you will be able to object to the upcoming scheme via the usual</p>	
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the RTO to close public highways in this area through direct mail. However walking along Argyle Road today (half term week - although the highway is apparently closed during the stated times this week) I spotted the single notice advertising this RTO on a lamp post.

I have not been consulted directly, despite the intended restrictions to this public highway to which I normally have vehicular access to traverse. I have however found the documentation on your web site, following my review of the notice on the lamp post.

As noted in my earlier email, the lack of publicity (and I do not mean consultation) has been very poor throughout this whole process from the temporary road closures in June of this year and the permanent closures from the 7th October 2021.

The closure of this vehicular highway at the stated times each day, [I am uncertain whether this means Monday to Friday or Monday to Sunday inclusive]; is unacceptable and has impacted on my rights as an individual to travel along a public highway by private motor vehicle. It causes me great inconvenience and removes my former rights to travel along this highway to get to work in a reasonable timeframe.

This RTO is wholly unacceptable to me.

Please treat this as a letter of

directly affected by the proposed closures were informed.

The scheme has been introduced on an experimental basis and as such it may remain in place for a period of up to 18 months. The consultation period lasts for 6 months up to 18th April 2022. This allows the chance for changes to be introduced and an assessment made as to how well they operate, and also whether they cause problems for other road users and occupiers of adjacent properties before considerations to make the scheme permanent.

Your objection comments you have made will be taken into consideration. All comments received will be included in a report to the Executive Member who has the responsibility for making the final decision on whether the scheme should be made permanent, altered or taken out. All decisions are posted on the SCC website, I will write again to inform you of when this will happen.

Thank you for taking the

by the City Council?
When was this done?
How many signs are there and where are they?

What legislation has been used to close Argyle Road during the times stated?
On the 23/06, I was travelling to the Dentist for my appointed time, and then onto my place of work in Rotherham. I was however prevented in undertaking my journey by yourself and other people. You are not the police or acting in an transport/highways officer capacity with Sheffield City Council and I did not see anyone else from the City Council who indicated that they have the authority to close this road and prevent me from travelling along it.

Was the decision to close the road delegated to officers within the Council or a Member decision? I request a copy of all reports and decision-

Road and Bishops Close should be consulted as should those persons living on Meersbrook Park Road (and the nearby streets), as it is highly likely that some, if not all of us, travel along Argyle Road at the times you are proposing to close the road.

Is the Cabinet Member [redacted] personally impacted by any localised school road closure schemes?

The road closure will be most inconvenient to me and this needs to be

ETRO process, which will be advertised on the street and via the paper as is the legal requirement. The consultation survey can be found here: <https://forms.gle/7DnGdsGhXmQTspEx7>, please do take the time to share your views.

I have no idea if [redacted] is personally affected by a School Street scheme, at the time he was the Leader of the Council and thought that prioritising children's safety outside the school gates

<p>objection to your proposals as there are negative consequences arising from your action. Given that you have not consulted with the people living nearby to these streets, directly by letter, I consider that you are removing our rights as individuals, to use a highway at all times of the day and week, to which we would normally have access. Regards</p>			<p>opportunity to comment on our proposals, if you have any further comments within the 6 month consultation period or queries please contact myself or the School Streets email address.</p>	<p>taking. Please confirm the authority with which Argyle Road was closed on 23/06 (and all of this week) and all details of the decision to support this road closure. The unintended consequence of the action to close Argyle Road prevented me from going about my legitimate business in my normal manner. Argyle Road is a public highway. I did not appreciate being forced by the barrier and other people, who appeared to be local residents, down very narrow side streets with cars parked on both sides of the roads. For information these streets are: Cyprus Road, Upper Valley Road, Kent Road and Rushdale Road. I also consider that all persons living on Bishops Court Road should have received a letter from the City Council informing them of this proposal. I am very concerned by the</p>	<p>reflected in any future decision-making. Please do not assume there will be overwhelming support for your scheme. Please also be aware that the points I raised about publicity regarding the temporary closure. I regard such publicity / adverts as woefully inadequate for such a scheme with significant local impacts.</p>	<p>was important. So far we have received overwhelming support for the continued closure of Argyle Road and Close at school drop off and pick up times. The survey deadline is Wednesday 14th July and we will make any necessary amendments , alterations to the proposed scheme once we have taken the outcomes and suggestions into account. The points you raised regarding the publicity of the week</p>	
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				<p>time limited road closures that you state are to be implemented in September 2021 and I wish to object to such proposals.</p> <p>Does Sheffield City Council intend to consult with all residents on these proposals?</p> <p>If not, why not, given the impact on myself and other local residents who live in this area?</p> <p>I request that I and residents who live on Bishops Court Road and all streets adjoining Argyle Road are consulted on any proposals to close public highways in this area.</p> <p>I think the lack of publicity (and I do not mean consultation) has been very poor; a signboard on a pavement with small writing and sticky tape does not look professional, neither is it easily read from a travelling car. I personally did not take the sign seriously,</p>		<p>long closure have been noted and we will investigate ways we can make such trials more visible to the wider public in the future.</p>	
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				<p>although when confronted by you all, on the morning of the 23rd June, I felt intimidated by the numerous people present, and made to feel I was doing something illegal. This is unacceptable and has impacted on my rights as an individual to travel along a public highway by private motor vehicle.</p> <p>Are your actions to close the road with no public consultation, legal?</p> <p>The most unfortunate thing about this action - to close the road in front of the school - meant that at the junction of Bishops Court Road with Argyle Road, it was almost impossible to navigate safely in a vehicle, as people were literally parked on the junction, and other people were attempting to cross the road with children and dogs in as safe a manner as possible.</p> <p>Your colleague stated that people were</p>			
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				<p>“looking” at the junction. See Rule 243 of the Highway Code. https://www.gov.uk/guidance/the-highway-code/waiting-and-parking-238-to-252 Who were the people looking at the junction? Were these people highway engineers / transport planners who understand traffic management and movement and most importantly highway safety issues? I am very much in favour of children walking to school but I do appreciate this is not always possible for working parents. I consider that on the morning of the 23rd June some local residents very clearly to me, over stepped the mark, by closing this local road with very limited prior warning and there did not appear to me to be anyone in attendance from the transportation and highway section within the City Council. This was at worst</p>			
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				<p>foolhardy but could have had the unintended consequence of causing a very nasty accident. Can I also ask what the resident permits on Argyle Road are for? It was stated that I would need a residents permit and, that one would have been sent through the post to me by Sheffield City Council if I were to be allowed to continue on my journey along Argyle Road. Are these residents permits, to allow residents only parking along Argyle Road? Or do they allow access during the hours stated that the road is closed to Upper Albert Road? I am copying this email to the City Council in the hope that we residents on Bishops Court Road will be consulted prior to the imposition Argyle Road closures that are claimed to be made in September 2021, on a permanent basis. Please treat this as a letter of</p>			
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complaint. I do require a response to all questions raised in this email-----

-----SS:We have received your email regarding the temporary one week trial closure of Argyle road (June 2021). Thanks for taking the time to get in touch, hopefully the information below answers all your questions and concerns regarding the closure. Is this official signage prepared and installed by the City Council? Amey who are contracted by the Council prepare and install the signage in conjunction with Transport Planners. When was this done? Warning / information road signs were place on surrounding roads 7 days before the closure as is the legal requirement for notifying the public. How many signs are there and where are they? Pre-warning signs

were placed on Argyle road & Cyprus road. What legislation has been used to close Argyle Road during the times stated? Temporary Traffic Regulation Order (TTRO). Legislation for a TTRO is The Road Traffic (Temporary Restrictions) Procedure Regulations 1992 Was the decision to close the road delegated to officers within the Council or a Member decision? School Streets are pilot schemes aimed at improving safety of children traveling to school by closing the road to through traffic. This is supported by all parties and delivered by the Council in partnership with the school. Originally it was [REDACTED] who gave the go ahead for school streets. Does Sheffield City Council intend to consult with all residents on these proposals? All residents

				<p>living on Argyle Road, Argyle Close, the bottom of Bishop Court Road and those on Upper Valley & Cyprus will be sent a survey as part of the consultation process as they live in the immediate vicinity of the school, the closed section of road or a potential pinch point/problem junction. Who were the people looking at the junction? Were these people highway engineers / transport planners who understand traffic management and movement and most importantly highway safety issues? Yes - Transport Planners Are your actions to close the road with no public consultation, legal? Residents directly affected by the closure and all parents were told prior to the road being closed. As stated above other local residents will be surveyed. Come September the Council will use an ETRO which will be advertised to the</p>			
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public both on site and in the paper.
Are these residents permits, to allow residents only parking along Argyle Road? The permits allow residents living on the closed section of road access to their properties whilst the closure is in place.
"You are not the police or acting in an transport/highways officer capacity with Sheffield City Council and I did not see anyone else from the City Council who indicated that they have the authority to close this road and prevent me from travelling along it."
[REDACTED]
[REDACTED], SCC was on site that day. The marshals at the barrier have been trained and are acting to enforce the legal order which is in place and they have every right to be there.

"The most unfortunate thing about this action - to close the road in

front of the school - meant that at the junction of Bishops Court Road with Argyle Road, it was almost impossible to navigate safely in a vehicle, as people were literally parked on the junction, and other people were attempting to cross the road with children and dogs in as safe a manner as possible” There was a member of staff looking at the junction throughout the week and on occasion people parked in an obstructive manner making the junction dangerous. The team will be looking on how to deal with that as part of the ongoing scheme in September .

The week long closure was a test to highlight any potential problems prior to trialling the closure using a ETRO in September. An Experimental Traffic Regulation Order (ETRO) is a restriction that a Council can impose with limited

				<p>consultation which are typically used to test a change were the effect is uncertain. Once an ETRO is in place there is a 6 month consultation period where anyone can make comments or object. This 6 month period lets people experience the change first hand and see how it works without it being made permanent. It also allows time for the Council to monitor and assess its impact before making a formal decision on whether it is kept or not.</p> <p>If you have any further questions, please do get back in touch.</p>			
<p>The closure has made a difference to the Close. It was a nice and quiet week, no horns, no angry voices, no chaos. Long may the closure last. People are able to walk the short distance from Cyprus Road and it will be beneficial to their health.</p>	<p>Support</p>						

<p>Just to say that we at 89 are experiencing a blissful silence punctuated only by the sound of kids and parents walking to school this morning! It's great and must be much safer too.</p>	<p>support</p>	<p>replied by email</p>	<p>Thanks for getting in touch, I'm so pleased that your experience of the new School Street has been positive - welcome news indeed.</p>				
<p>Some neighbours on the street WhatsApp are asking if there was any consultation about the new street furniture on the road? Most are supportive of the new scheme but would have liked notice of the new furniture and some consultation about it - some say the sign is good but the planter just reduces parking space rather helping control the traffic</p>	<p>query</p>	<p>replied by email</p>	<p>The new signage and street furniture is part of the experimental traffic order and the trial school street running for the next 12 months, this was advertised on street and in the paper as part of the legal process. As it is an experimental scheme it is subject to change depending on people's views and opinions and formal objections. Unfortunately, we do not have the capacity to consult everyone on each aspect of the scheme. We will, however gladly take on board any comments, suggestions The idea behind the planters is to reduce the width of the road, creating an obvious traffic calming measure and to make it easier for those marshalling the closure point.</p>				

<p>I am in agreement that something needs to be done to help reduce the traffic and near accidents however there are a couple of things that I feel needs to be brought up for the success of this being permanent. Firstly nobody has asked parents who live out of walking, cycling distance to the school how they are able to bring the children to school on time or pick up on time. Secondly We now have parents parking along the 15 mins parking zone on Argyle road from 2.30 or even earlier prior to the road closure staying parked until the children come out of school at 3.20pm. Why can this area not be used for disabled parking for the school freeing the road on Argyle Close for those with mobility disabilities only? The 15 minute rule doesn't seem to get used at all. Nobody is taking any notice of these cars parking for over half an hour at times and for the people with genuine disabilities trying to help by not parking up until nearer the time of collection of their children is causing problems. My daughter is in a wheelchair and yesterday again we had to park down Upper Albert road because we had nowhere to park. This is dangerous for my daughter because it is all down hill and already with leaves falling onto the paths and the rain it makes it extremely slippery and dangerous. We try to park along Argyle road instead of Argyle close because</p>	<p>com plain t</p>	<p>email for ward onto the head teac her who discu ssed the issue with the pare nt in pers on.</p>	<p>I spoke with the parent and she said she was worried that parents were coming earlier and taking up the spaces for those that had disabilities. She still preferred to park on Argyle Road as opposed to Argyle close</p>				
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<p>there is never anywhere to park up there as again it is the same cars constantly parking this however has a camera on the road and if you have a blue badge even children without mobility needs can park up there so we have given up with that battle however I don't think it is fair that like I have said above people with mobility needs should be made to park down Albert road. If this was a parent having to use a wheelchair to collect their child(ren) how would they get to them on time? We was lucky someone had moved out of the space but even this road is dangerous due to the road closures as more cars are parking on both sides.I don't think Disabilities has been looked into to make this road closure and if it is permanent more needs to be looked at and parents/children needs to be taken into account.</p>							
<p>As a results of the SCC closing the roads around Carfield School, parents, guardians and carers are not being allowed to pickup and drop off children from their cars around Carfield School. As a result drop off and pick-up has been diverted to corners of Kent Road and Upper Valley Road causing safety issues for those crossing the roads in this area - when drivers are backing up, parking on courners and double yellow lines. It is chaos - especially if cars are parked in this way between 8-9 am and 3-4pm. Someone needs to be at the x-roads of</p>	<p>concern</p>	<p>email</p>	<p>Thank you for your email and feeding this back to us. It is useful to hear how certain points are effected around the scheme. In the trial and consultation period for the closure in June we had a member of Modeshift Stars positioned on this junction for a whole week when there was no closure and the week where there was.In that week it was observed that the problem was as bad when there was no closure point.</p>				

<p>Kent Rd and Carfield Road to direct traffic. The traffic wardens said this is not their job as they only will issue citations but will not direct traffic - they said this morning it is a police task. Three traffic wardens were in front of the school today but chose to do nothing about the chaos at x-roads of Kent Rd and Upper Valley Road. At about 8.55am after I informed them of the situation one warden finally came down to the x-roads but this was too late.</p>		<p>This junction has always been problematic as the residents parking is already heavy with corners parked on and the area in front of the white railings often blocked by cars that are not related to school traffic. (indicated by being there before 8 or after 4)The visit from the parking inspectors on Monday was welcome but yes you're right they are not able to direct traffic and police resources are limited. However we have asked if the PCSO team (community support) could make some visits when possible and we will remind school to ask parents to be more considerate and use the less congested areas further along Upper Valley and Meersbrook Park Road to park instead.The safety of the children is also ours and Modeshift Stars concern and we have received great feedback that the area immediately around school has improved and the uptake of walking and other sustainable travel has increased</p>				
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<p>I live on [REDACTED] you have put in place parking restrictions around Carfield School. This is not working people arrive anytime from 1.45 and sit in the car waiting for the school to end. Residents are arriving home and not able to park outside there house</p>	<p>com plain t</p>	<p>email</p>	<p>I'm sorry to hear this but there is really very little we can do to stop people turning up 1.5 hours early to collect children from school in their car. I personally have no idea why anyone would choose to spend their time that way – seems ridiculous! The road is a public highway and those living on the street are not guaranteed parking spaces. Even people living in areas with resident parking schemes are not guaranteed parking spaces and yet they have to pay for the privilege. The aim of the School Street is to provide a safe school entrance at drop off and pick up times, with reduced vehicle movements and dangerous parking in the area when the children are entering and leaving the school. The general consensus is that this is working and the area immediately outside of school is much better.</p>				
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<p>I'd like to raise concerns about the road closures and permits around carfield school. Parents are ignoring the road closures (there's no physical closure to stop people) and driving up Carfield Rd and Argyle close after 8am. People are also parking on the zigzag yellow lines outside the school gates.</p>	concern	email 28.9.2021	<p>We are aware of some problems building up around school and will be having a meeting around half term to look at problems that are occurring while the scheme is in its infancy. Monitoring was carried out before the closure to see when the heaviest flow of traffic is and as we are depending on parent volunteers to staff the barrier, 8.15 is the current start point for the closure. This morning we had the parking inspectors and community officers out to address some of the issues. I know that only solves some of the problems while they are there but we will keep this up and continue to listen to feedback like yours. We will also ask school to remind parents about their behaviour to residents but its hard to control what is going on outside the school premises. I do appreciate you being in touch [REDACTED], do drop me a line back and if it helps we can talk over the phone.</p>				
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<p>i am a resident on argle road and although we have been issued with parking permits wish to complain about this road closure it is not staffed by council staff but school parents traffic on the surrounding roads is a nightmare making travelling horrendous if you could please provide me with an email or telephone number where i can appeal this decision as it is stupidity at its best</p>	objec tion	email 28.9. 2021	<p>Thank you for your email. We are always happy to hear from residents with feedback related to our school streets across the city. The scheme does not need to be staffed by council staff and would not be feasible with the hours that would require. The parent volunteers have taken this role on to enable the scheme to work and to improve the safety of pupils and residents. We have also received feedback from some residents to say how much they are enjoying the closure. However we are reviewing and monitoring the situation and if you are having specific problems returning or exiting your home please let me know. There will be teething problems with any scheme like this and we will be meeting midway through the term to work on any improvements.</p>				
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<p>this is a follow up email to request a copy of the road closure document and would also like the vetting procedure for the parents staffing it as a disabled person i should have access but was denied access by a parent that i have had previous disagreements with the traffic to and from school has become a nightmare and would like to know wich board i have to go to to appeal this road closure dicission am still waiting on information from the school to take the afformentiond parent to civil court so if u also have that information it would be appretiated</p>	<p>com plain t</p>	<p>email reply 30.9. 2021</p>	<p>Thank you for your email and sharing your concerns. The parent volunteers on the barrier are aware that they need to let drivers with valid disabled badges through. Please let us know if you have been denied access with a badge and we will update the school and the team on the barrier. We are not able to get involved or comment on the legal dispute that you have mentioned. However, we are monitoring the situation with school, residents and parents and have received a huge amount of support for the scheme seeing how much safer and quieter it is around school itself. Parents and carers are encouraged to park further away from school in streets such as Meersbrook Park Road where there is ample space and still only a short walk from school. If this walk isn't possible due to disability please let us know and apply through the usual channels to receive a blue badge. I have attached a copy of the Temporary Traffic Regulation order (TTRO) which covers this road closure as requested. There are three other school streets at schools within Sheffield and more due</p>				
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			across South Yorkshire this year.				
queery i notice the road closeure yellow sign has been removed and replaced with white traffic regulation signs so when will u be removeing volunteers as am sure your aware traffic regulations require traffic wardens or police to inforce makeing this now more a protest	quer y	email reply 24.1 1.20 21	The white signs mark the start of the pedestrian and cycle zone, they also state what time the zone is in effect to and from. As you know there is a traffic regulation order in place which prohibits traffic from entering the zone between the times marked on the signs. If people in cars (who are not exempt) enter the zone during the stated times they are breaking the law by committing a moving traffic offence and could be reprimanded by the police for doing so.Our volunteers are simply helping people to understand this new zone, remind them that traffic is banned at these times, thus helping to create a safer, quieter road outside the school at pick up and drop off times for the benefit of				

			everyone. If people respected the signage and the zone, out volunteers wouldn't be necessary - what a wonderful thought! Until then they have every right to be there helping drivers become aware and park appropriately away from school				
yes but the signage contradicts the order the order states to allow access to frontages the signs do indeed mark a pedestrianised zone and as such would allow no traffic including blue badge holders through as u have just stated as it is a traffic regulation but a change of use requires planning consent i was unaware of any such planning	query	email reply 24.1 1.20 21	The signage does not contradict the order. They are one and the same. Everything is covered by the ETRO and the signage on street. Exemptions such as permit holders and blue badges are part of the ETRO and it is stated on the sign. Planning consent or change of use has absolutely no part to play in this scheme.				
but hose arnt the signs at the end of the road the actual signs have no markings for authorised vehicles just permit holders and change of use absolutly has a part to play if u are indeed making the road a fully pedestriionised zone as historic access kicks in at 5 years wich u could object to these signs based on that these also are not tempory signs but instead fully tacrmacked in to the ground.please also send me a copy of the new etro as i only have the ttro wich states access to all frontages	query	email reply 25.1 1.20 21	This is the sign on Argyle road. It very clearly states that authorised vehicles and permit holders are exempt. The ETRO is in place for 18months, from 18 th October 2021 (when the signs went in) after that the Council has to make a decision to keep the scheme or remove it. If you want to object to the ETRO & the school street scheme, you can. It will be taken into consideration along with any other objections received. If				

		<p>you wish to object please email us (schoolstreets@sheffield.gov.uk) stating your objection. Copies of all documentation relating to the school street road closures can be found in the public domain here: https://www.sheffield.gov.uk/content/dam/sheffield/docs/roads-and-pavements/covid-19-traffic-orders/sealed-orders/school-road-closures-traffic-order.pdf I hope this answers your questions</p>				
<p>My daughter attends Carfield school and the school street closures are great, however there are persistent issues at the corner of Kent rd/Upper Valley Rd. Every day there seems to be cars and vans turning at the junction, it is clogged up with traffic, often trying to reverse or turn around causing dangers to children. Often the entrance to the alleyway up to school is blocked by cars. This morning a van nearly hit a child. Is it possible to make this road one way so people can loop round?</p>	<p>query</p>	<p>email reply</p> <p>This junction has always been a problem with parent parking, as far as I'm aware it hasn't got worse but it is still very much a problem. It's also a problem that is really difficult to solve! We don't have the resources for regular enforcement of the existing restrictions and it would be pointless adding more restrictions to the area as they just get ignored. Which road would you make one way and how would that solve the issues? I will report the issue back to our engineers and highways design team and see if they have any alternative solutions or ideas</p>				

As I am sure u are aware as I have pointed out in previous emails you gave power over the marshals to the head teacher of Carfield school I have already provided proof that at one stage she gave me permission to pass through to which your response was it is now an etro and therefore law I would like to point out as can be baked up by [REDACTED] and is also attached that due to documents provided to me I can now prove the road block was used as a weapon against me in this discriminatory abuse of power I expect therefore that this road block will be removed forthwith and a letter of apology issued to my self if your stance remains the same please be aware that I will have no choice but to sue the la based on this act alone as I still have all emails between myself and this department as can be verified by [REDACTED] who works in traffic and will also go to the papers with the story and all my evidence.

passed onto legal



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: *21st September 2022*

Subject: *Report objections to the Speed Limit Order for Manor Park 20mph*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
If YES, what EIA reference number has it been given? <i>(488)</i>				
Has appropriate consultation taken place?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

Purpose of Report:

To report details of the consultation response to proposals to introduce 20mph speed limits in Manor Park, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

Approve that the Manor Park 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): consultation responses

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	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: 23/08/2022	

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 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
- 1.2 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.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.

This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit on Manor Lane, report the receipt of objections and sets out the Council's response.

- 1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

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

- **Highfield** (part of Sheaf Valley Scheme) Consultation just finished; objections received so report will be submitted to Committee in November.
- **Batemoor:** Consultation starts 15th September
- **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Norton Lees:** Consultation starts 22nd September
- **Carterknowle:** Consultation starts mid-October
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
- The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.
- 3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order]*." However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

CONSULTATION REPONSES

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

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

2 respondents asked why Manor Park Crescent was not included. The Council had conducted 2 speed surveys along this road and the mean speed was 29.6 and 27.8mph. As detailed in 1.2 above, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds. Manor Park Crescent was therefore considered to be unsuitable for inclusion within the proposed scheme. Accident data for Manor Park Crescent was obtained and shows that there has been one "slight" accident on this road in the last 5 years.

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

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

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

OTHER CONSULTEES

South Yorkshire Police have stated “...Looking at the areas concerned we don’t have too many concerns. If it becomes apparent that the limits are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance.

No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

- 4.1. Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Manor Park 20mph scheme was approved by the Transport Board in July 2022.

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £108,164 and is as follows:
£10,596 transport fees (including TRO costs, consultation costs)
£19,000 Amey design fees
Estimated construction cost £70,000
HMD fees £6987
Procurement strategy cost £1000

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £30,000

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 ("the 1984 Act"). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

- 4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

- 4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won't happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objection's received consideration Manor Park was given to recommending the retention of the existing speed limit in. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Manor Park be implemented

as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.

Appendix C

Objections/ Comments

I reject the idea of 20mph roads especially on the routes you are suggesting. All you will do is cause more congestion at busy times.

You have already made the roads thinner on Harborough avenue which probably contributed to the recent death of an elderly lady in a car crash.

Why don't you spend the time on placing strategic zebra/pelican crossing on the parts before the round about on harborough avenue and manor Lane going up just before manor Park Road. These are where children cross to go to school and the elderly cross to the doctors and shops

I am a resident at 113 Manor park crescent S21WY

Looking at the map you have produced of this area it looks like manor park crescent itself isn't part of the scheme

I'm not sure if your aware but over the last 24 years we have lived at this address there have been at least 6 major crashes on this road due to excessive speeding if your going to reduce the speed limit which putting a few signs up really won't stop this from happening please involve this road maybe then we won't have to wait until someone dies

I have lived on the manor park for 48 years and have just received the letter and map of proposed 20 mph zones. Having read the map provided I was extremely shocked to see that manor park crescent was not included in the 20mph zones. Out of all the roads on the map provided I would put manor park crescent probably the most eligible for a reduced speed limit. The road has several bad bends in which the width of the road is reduced due to parked cars half on the road , ie the bend at the entrance to deep pits field and park.

This bend alone has been the location of several accidents and near misses through cars travelling at speed on a blind bend. Else where on the road cars have left the road and ended up in other residents boundaries again travelling at excessive speeds. As there are many families with young children and grand children in this area this of course poses a danger to them or anyone for that matter. As the council is probably aware there is construction work ongoing to build more houses in the area which would increase the volume of traffic and pedestrians which would increase the risk factor.

The road is regularly used as a short cut through the estate to reach main roads such as ,city road ,prince of wales road, Sheffield parkway .It is also the root for several school runs .The road also attracts a number of high performance car and off road bike drivers travelling far in excess of the speed limit ,although this is just a minority of mainly young drivers at these sort of speeds it's only a matter of time before someone is seriously hurt.

I strongly urge the relevant parties to include manor park crescent in the speed reduction scheme or at the very least do a partial speed reduction method in the most dangerous parts of the road .

Recently a survey was completed as part of new build opposite manor castle which said there was only if memory serves me right only 3 accidents in the manor lane area over a number of years, which means that at the current speed limit the length of manor lane is safe and changing it is unnecessary, it will slow traffic unnecessarily a better use of money as it's in short supply would be to place a crossing near main entrance to castle after Southend rd and another after where manor park road joins manor lane. Also you would get a better understanding of if people are for or against plans if you asked all local residents not just a select few and giving a closing date to object which is very clever way of achieving your plans without breaking laws. Well done.

Could I suggest someone spends the day looking at the level of observation of the 20mph limit on Park Grange Rd. I defy you to identify a single vehicle that respects the limit !Now they should spend another day looking at the level of observation on Skye Edge Avenue where they will find widespread respect for

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

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

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

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

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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: 28th April 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in the Manor Park area. The attached plan shows 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 Manor Lodge Primary School

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance to Manor Lodge Primary School on Manor 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 Autumn/ Winter 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 26th May 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

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

Equality Impact Assessment and Consultation

Submitted for approval

MAKE CHANGES TO THE FORM

Equality Impact Assessment

Switch to Edit View

Introductory Information

Reference number

488

Proposal type

Budget Project

Project name

SHEFFIELD 20MPH SPEED LIMIT STRATEGY

Decision Type

Type of decision

- Cabinet
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Cabinet Member

Jack Scott;



Entered on Q Tier

Yes No

Year(s)

14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
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EIA date

03/01/2019

EIA lead

Annemarie Johnston;



EIA contact

Susie Pryor;



Lead officer

Susie Pryor;



Lead Corporate Plan priority

Thriving Neighbourhoods and Communities

Portfolio, Service and Team

Cross Portfolio

Yes No

Portfolio

Place

Place service(s)

- Business Strategy and Regulation
- City Growth
- Culture and Environment
- Housing and Neighbourhoods Service
- Major Projects
- Repairs and Maintenance Service
- Transport and Facilities Management

Place team(s)

Transport Planning

Is the EIA joint with another organisation (eg NHS)?

No Yes

Brief aim(s) of the proposal and the outcome(s) you want to achieve

The continued implementation of the 20mph strategy which is a step towards influencing attitudes

Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation

- advance equality of opportunity
- foster good relations

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these - positives will be part of any mitigation. The action plan should detail any mitigation.

Overview

Overview (describe how the proposal helps to meet the Public Sector Duty outlined above), Supporting Evidence (Please detail all your evidence used to support the EIA)

The 20mph strategy will advance equality of opportunity through improving road safety for all road

Impacts

Proposal has an impact on

Health	Age	Disability	Pregnancy/Maternity	Race	Religion/Belief
Sex	Sexual Orientation	Transgender	Carers		
Voluntary/Community & Faith Sectors		Cohesion	Partners		
Poverty & Financial Inclusion			Armed Forces	Other	

Age

Staff

Yes No

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Young and elderly - In Sheffield during 2018 there have been a total of 15 fatal injury accident

Disability

Staff

Yes No

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Lower speed of vehicles contributes to the safer environment, which directly provide benefits

Other

Staff

Yes No

Customers

Yes No

Please specify

Road users

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

The 20mph strategy will improve road safety for vulnerable road users (pedestrians, pedal

In Sheffield during 2018 there have been a total of 65 fatal injury accidents. 7 of these wer

Supporting Documentation

[Click here to attach a file](#)

Cumulative impact

Proposal has a cumulative impact

Yes No

Proposal has geographical impact across Sheffield

Yes No

Local Partnership Area(s) impacted

All Specific

Action Plan and Supporting Evidence

Action plan

Monitoring of schemes, by using speed surveys and accident statistics

Supporting Evidence (Please detail all your evidence used to support the EIA)

Consultation

Consultation required

Yes No

Consultation start date

Consultation end date

Details of consultation

Consultation is carried out on individual schemes.

This involves delivering proposals to every household within the 20mph areas. E-mails are sent to

Public Notices for the Traffic Regulation Order are put up throughout the affected area and

Are Staff who may be affected by these proposals aware of them

- Yes No

Are Customers who may be affected by these proposals aware of them

- Yes No

If you have said no to either please say why

Summary of overall impact

Summary of overall impact

Overall there are no significant differential, positive or negative, equalities impacts from this prop

Summary of evidence

Changes made as a result of the EIA

Escalation plan

Is there a high impact in any area?

- Yes No

Overall risk rating after any mitigations have been put in place

- High Medium Low None

Review date

Review date

If a review date is specified, it will appear in the 'Upcoming Reviews' view when the EIA review is within 30 days.

Submitted for approval

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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: *21st September 2022*

Subject: *Report objections to the Speed Limit Order for Handsworth 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 Handsworth, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

Approve that the Handsworth 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): consultation responses

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	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: 23/08/2022	

1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 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

1.2 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.

1.3 This report details the consultation response to the introduction of these 20mph speed limits in the Handsworth area and sets out the Council's response.

1.4 All of Sheffield is split into a "master map" of possible suitable areas for inclusion in a 20mph area. These are prioritised in a list for delivery based on accident statistics.

The programme for the 22/23 financial year is listed below with its current status.

- **Handsworth:** Objections received to Speed limit order, Committee to decide whether to proceed.
- **Manor:** Objections received to Speed limit order, Committee to decide whether to proceed
- **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in November

- **Waterthorpe:** Consultation starts 15th September
- **Highfield** (part of Sheaf Valley Scheme) Consultation just finished; objections received so report will be submitted to Committee in November.
- **Batemoor:** Consultation starts 15th September
- **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
- **Norton Lees:** Consultation starts 22nd September
- **Carterknowle:** Consultation starts mid-October
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long term impact.

Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.

- 2.2 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:
- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
 - the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and statutory consultees have been informed about the proposals.
- 3.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection* [to the making of a Traffic Regulation Order] *shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered

CONSULTATION REPONSES

There have been 52 responses to the consultation, 2 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

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

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

- 4.1.1 Overall, there are no significant differential, positive or negative, equalities impacts from this proposal. Safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all road users, but particularly the young and elderly. No negative equality impacts have been identified.

4.2 Financial and Commercial Implications

- 4.2.1 The Outline Business case for the Handsworth 20mph scheme was approved by Strategy and Resources Committee in July 2022.

The scheme will be funded by the LTP

The total capital cost of this scheme is £109,869 and is as follows:

£10,868 transport fees (including TRO costs, consultation costs)

£23,000 Amey design fees

Estimated constriction cost £70,000

HMD fees £7140

Procurement strategy cost £750

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £30,000

4.3 Legal Implications

- 4.3.1 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport, and to carry out its functions so as to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is considered to be pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans.

The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20

mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 (“the 1984 Act”). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).

In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

4.4.1 Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.

The provision of 20mph speed limits and zones should have an overall positive effect on road user safety, air quality and reduced impact on the natural and built environment in the county.

The potential for reduced emissions will contribute to the overall resilience to climate change.

4.4 Other Implications

4.4.1 There will be an expectation from residents that, as a consequence of introducing the 20mph speed limit, motor vehicle speeds will reduce however there is a small risk that this won’t happen. Surveys to monitor motor vehicle speeds in each area will be carried out once the schemes have been in place for several months. If in time speeds remain unaltered, and subject to the availability of funding, additional measures will be considered to improve compliance with the new limit.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 In light of the objection's received consideration Handsworth was given to recommending the retention of the existing speed limit in. However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel, and contribute towards the creation of a more pleasant, cohesive environment.

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

Appendix C Objections

<p>Please confirm Receipt of my objection to the proposed 20mph blanket speed limit in Handsworth. It's a waste of monies better spent on repairing roads and other measures and is unenforceable and will not be managed.</p>	<p>This scheme is funded by the Road Safety Fund (RSF) that comes from central government for new highway schemes. Highway Maintenance is funded by the PFI.</p> <p>The police are the only ones that can enforce speed restrictions. The police understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph limit areas will therefore not be subject to routine pre-planned enforcement</p> <p>The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.</p> <p>The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents</p>
<p>I have gotten home from work today, to find a letter from the council, explaining that they want to spaff more taxpayer money away, on a pointless idea. A 20mph area in Handsworth.</p> <p>How will this be achieved? Signs.</p> <p>The only road this would have made the slightest bit of sense on, Richmond park road, where children walk to school, has been completely missed out. I can only imagine the people that whacked a bike lane in Shalesmoor were behind this idea?</p> <p>You are probably feeling that I'm annoyed by this idea? Well you'd be correct.</p> <p>The main danger to people in this area, is the amount of brain dead, tracksuit wearing thieves that spend their pointless existence stealing and riding motorbikes around this area. Usually doing wheelies</p>	<p>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.</p> <p>The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at</p>

up and down roads and paths, riding 2 or 3 up on stolen bikes and scooters and threatening members of this community with machetes, bats and knives to get what they want.

I have been a motorcycle rider, riding almost every single day for the last 12 years now. I have had **3 bikejacking attempts in the last 2 years** and as a result i am now having to sell my relatively cheap and environmentally friendly method of transport and get a car. Simply because i dont want to be stabbed, rammed off, chased, threatened or potentially murdered by bike thieves.

So to come home and find that the council wants to waste tens of thousands of pounds by putting up signs (apart from on the main road next to the school), instead of tackling the actual danger to this community, quite frankly gives me no hope whatsoever for the future.

To add to this, there are no definitive studies that show 20mph zones work to reduce minor accidents. In most cases, they see a rise of around 17% (according to the institute of advanced motorists)

I would ask that instead of wasting precious tax money on signs, please, sort of the frankly terrifying rise in bike and bike related crime out.

I look forward to your response, and if you have a stab proof vest you want to throw my way, it'll make my commute feel slightly safer.

in residential areas.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents

Richmond Park Road is a "C" class road with an average speed of over 27mph. Due to this, it does not meet the criteria to be included in a 20mph zone. On roads that do not meet the criteria for inclusion but have a school entrance on them, we look to install a part time 20mph limit. The entrance to Athelstan School is on Richmond Park way, which is included in the main 20mph scheme.

Anti-social and criminal behaviour of the type described should be reported to the police.

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: 28th April 2022

Proposed 20mph Speed limit Area

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Handsworth. The attached plan shows 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.

What happens next?

We plan to introduce the new speed limit in Autumn/ Winter 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 26th May 2022

Kind regards

Strategic Transport, Sustainability, and Infrastructure

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

Equality Impact Assessment and Consultation

Submitted for approval

MAKE CHANGES TO THE FORM

Equality Impact Assessment

Switch to Edit View

Introductory Information

Reference number

488

Proposal type

Budget Project

Project name

SHEFFIELD 20MPH SPEED LIMIT STRATEGY

Decision Type

Type of decision

- Cabinet
- Cabinet Committee (e.g. Cabinet Highways Committee)
- Leader
- Individual Cabinet Member
- Executive Director/Director
- Officer Decisions (Non-Key)
- Council (e.g. Budget and Housing Revenue Account)
- Regulatory Committees (e.g. Licensing Committee)

Lead Cabinet Member

Jack Scott;



Entered on Q Tier

Yes No

Year(s)

14/15	15/16	16/17	17/18	18/19	19/20	20/21	21/22
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EIA date

03/01/2019

EIA lead

Annemarie Johnston;



EIA contact

Susie Pryor;



Lead officer

Susie Pryor;



Lead Corporate Plan priority

Thriving Neighbourhoods and Communities

Portfolio, Service and Team

Cross Portfolio

Yes No

Portfolio

Place

Place service(s)

- Business Strategy and Regulation
- City Growth
- Culture and Environment
- Housing and Neighbourhoods Service
- Major Projects
- Repairs and Maintenance Service
- Transport and Facilities Management

Place team(s)

Transport Planning

Is the EIA joint with another organisation (eg NHS)?

No Yes

Brief aim(s) of the proposal and the outcome(s) you want to achieve

The continued implementation of the 20mph strategy which is a step towards influencing attitudes

Impact

Under the [Public Sector Equality Duty](#) we have to pay due regard to the need to:

- eliminate discrimination, harassment and victimisation

- advance equality of opportunity
- foster good relations

More information is available on the [Council website](#) including the [Community Knowledge Profiles](#).

Note the EIA should describe impact before any action/mitigation. If there are both negatives and positives, please outline these - positives will be part of any mitigation. The action plan should detail any mitigation.

Overview

Overview (describe how the proposal helps to meet the Public Sector Duty outlined above), Supporting Evidence (Please detail all your evidence used to support the EIA)

The 20mph strategy will advance equality of opportunity through improving road safety for all road

Impacts

Proposal has an impact on

Health	Age	Disability	Pregnancy/Maternity	Race	Religion/Belief
Sex	Sexual Orientation	Transgender	Carers		
Voluntary/Community & Faith Sectors		Cohesion	Partners		
Poverty & Financial Inclusion			Armed Forces	Other	

Age

Staff

Yes No

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Young and elderly - In Sheffield during 2018 there have been a total of 15 fatal injury accident

Disability

Staff

Yes No

Customers

Yes No

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

Lower speed of vehicles contributes to the safer environment, which directly provide benefits

Other

Staff

Yes No

Customers

Yes No

Please specify

Road users

Impact

Positive Neutral Negative

Level

None Low Medium High

Details of impact

The 20mph strategy will improve road safety for vulnerable road users (pedestrians, pedal

In Sheffield during 2018 there have been a total of 165 fatal injury accidents. 7 of these wer

Supporting Documentation

[Click here to attach a file](#)

Cumulative impact

Proposal has a cumulative impact

Yes No

Proposal has geographical impact across Sheffield

Yes No

Local Partnership Area(s) impacted

All Specific

Action Plan and Supporting Evidence

Action plan

Monitoring of schemes, by using speed surveys and accident statistics

Supporting Evidence (Please detail all your evidence used to support the EIA)

Consultation

Consultation required

Yes No

Consultation start date

Consultation end date

Details of consultation

Consultation is carried out on individual schemes.

This involves delivering proposals to every household within the 20mph areas. E-mails are sent to

Public Notices for the Traffic Regulation Order are put up throughout the affected area and

Are Staff who may be affected by these proposals aware of them

- Yes No

Are Customers who may be affected by these proposals aware of them

- Yes No

If you have said no to either please say why

Summary of overall impact

Summary of overall impact

Overall there are no significant differential, positive or negative, equalities impacts from this project

Summary of evidence

Changes made as a result of the EIA

Escalation plan

Is there a high impact in any area?

- Yes No

Overall risk rating after any mitigations have been put in place

- High Medium Low None

Review date

Review date

If a review date is specified, it will appear in the 'Upcoming Reviews' view when the EIA review is within 30 days.

Submitted for approval

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Report to Policy Committee

Author/Lead Officer of Report: Alex Redman – Senior Transport Planner

Tel: 0114 205 6444

Report of: Executive Director, City Futures

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: 21st September 2022

Subject: Report objections to the Traffic Regulation Order for the installation of a disabled parking bay at Woodhouse Local District Centre

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? 1226				
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 install a disabled parking bay at Woodhouse Local District Centre, report the receipt of objections and set out the Council’s response

Recommendations:

Install a disabled parking bay on Chapel Street in Woodhouse in accordance with the Traffic Regulation Order as advertised under the Road Traffic Regulation Act 1984.

Inform objectors accordingly.

Background Papers:

Appendix A – Consultation letter

Appendix B – Plans of the proposed disabled parking bay

Appendix C – 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: Damian Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: 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:	Kate Martin
3	Committee Chair consulted:	Mazher Iqbal and Julie Grocutt
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: Alex Redman	Job Title: Senior Transport Planner
	Date: 31/08/2022	

1. PROPOSAL

- 1.1 The Council is often requested to provide additional disabled parking bays across the city. This could be due to the high demand for existing spaces in certain areas or requests for spaces in new areas, including local district centres. It is also important to reduce barriers that could be discouraging and preventing disabled drivers from leading independent lives. Easy access to local amenities within a short distance should be available to all and include the provision for disabled parking bays with sufficient space, for those with wheelchairs and mobility aids to safely enter or exit a vehicle.
- 1.2 There is emphasis on the development and sustainability of local district centres within the Council's Local Plan. This includes providing an improved range of retail, leisure, and community facilities at each local district centre across the city. Easy accessibility for all is essential to ensure the function and role of the local district centre is maintained. There are 14 Local District Centres within the scheme listed below. This is a rolling programme, where the completion of each local district centre is dependent on the amount of funding available. An initial desktop survey will be completed to identify the number of public disabled parking bays that are currently installed at each centre and whether the current bays provide direct access to local amenities. This will be followed by a site visit to identify whether the location of the proposed public disabled parking bays will be both feasible and beneficial to disabled drivers and passengers.

Priority for the installation of the disabled parking bays will be given to the local district centres that do not have any public disabled parking bays or a very limited number of bays that are not located with direct access to local amenities. The first two projects to be delivered are Woodhouse and Darnall local district centres, as they do not have public disabled parking bays which is why they are the first two centres to be completed. Other bays will follow in the other Local Plan identified Local District Centres;

Banner Cross
Chapeltown
Chaucer (proposed)
Darnall
Ecclesall Road
Firth Park
Heeley
Hillsborough
London Road
Manor Top
Spital Hill
Woodhouse
Woodseats

- 1.3 The aim is to implement a programme of disabled parking facilities at local district centres across the city. The revised Initial Business Case for the feasibility of the installation of disabled parking bays for all 14 sites including Woodhouse Local District Centre, was approved at Transport Board in April 2022. The scheme will also include providing dropped kerbs at each location if there is not a dropped kerb already installed. This will provide safer and easier accessibility on to and off the footway for wheelchair users and those with mobility aids.
- 1.4 Disabled drivers can park on double yellow lines for up to three hours. However, this does not guarantee safety including space from traffic and other drivers, nor are all double yellow lines easily accessible to amenities within a short distance. The installation of specified disabled bays with a dropped kerb ensures there is sufficient space surrounding the vehicle and allows safer access on to the pavement. Allocated disabled bays also alerts other drivers that the disabled driver requires more space.
- 1.5 This report details the consultation response to the installation of the disabled parking bay at Woodhouse Local District Centre, reports the receipt of objections and sets out the Council's response and recommends a way forward.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 The Council's Core Strategy includes the expansion and development of local district centres to provide accessibility to a range of facilities and amenities for all local people. Providing public disabled parking bays supports this strategy and ensures inclusivity to accessible parking.
- 2.2 Policy 9B of the Sheffield Transport Strategy states 'We shall ensure all transport modes and services are integrated and inclusive such that people and businesses have the flexibility to travel seamlessly'.
- 2.3 The implementation of disabled parking bays supports the approved Parking Strategy which aims to provide appropriate disabled parking for those with mobility difficulties to make access to their homes and key destinations easier.
- 2.4 Installing the disabled parking bay at Woodhouse Local District Centre will contribute to the reduction in inequality of accessible public parking facilities within the village. There will be a positive impact on disabled drivers and passengers as the formal disabled parking bay will provide a safer environment to access the footway with the proposed dropped kerb.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce the proposed disabled parking bay 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 local Ward Members and Statutory Consultees were informed about the proposals. (need to add in paragraph numbers on next section)

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 notices which are published as advertisements state that objections can be made by email, as do the notices placed on street.

The Regulations stipulate that "*Any person may object to the making of an order by [...] the end of the period of 21 days beginning with the date on which the order making authority [publicises the order].*" However, comments and objections received after the closing date are normally added to the collation of responses and duly considered.

CONSULTATION RESPONSES

12 responses were received for the proposal at Woodhouse, of which all of these were objections to the scheme 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.

8 of 12 of the objections for the proposed disabled parking bay at Woodhouse mention that there is already a disabled parking bay near to the proposed bay that is rarely used and so installing a further disabled parking bay would affect the residents and family who are visiting and their ability to park. The existing marking located outside 18 Chapel Street is an advisory disabled parking bay intended for use by a specific resident. There is currently no allocated public disabled parking bay on the highway, within the village.

One comment suggested making the existing advisory bay into a public disabled parking bay. This would not be viable as applications for this type of bay are subject to strict criteria and only deemed acceptable where they are intended to be used only by their applicant, who is also responsible for the associated maintenance cost.

4 of the objections stated non-disabled drivers find it difficult to park and the one proposed disabled parking bay will discourage people coming to

the village. There was also an objection that stated the disabled parking bay would create further parking issues in an already thriving shopping area. It is important to ensure local district centres are easily accessible and available for all. There is currently on street parking available through the village but no public disabled bays for disabled drivers that require larger spaces to the standard parking space. If there are no public disabled parking bays that provide direct access to the local amenities, this would discourage or prevent disabled drivers and passengers from visiting the centre. This would not be supporting the Council's Core Strategy to develop and expand local district centres by providing everyday needs with a range of retail, leisure, and community facilities available to all local people.

Comment was made in relation to the disabled parking bay having an impact on the property value due to restricting the possibility of parking. A further comment was also made in one objection that stated owners of the properties on Chapel Street purchased their properties on the suggestion they would have availability to park on Street. The properties on Chapel Street are predominantly terraced houses that were built or purchased without off street parking nor purchased with a parking permit for this section of highway. Chapel Street is an adopted public highway which does not guarantee specified or allocated parking for residents or visitors. There is no right to park on the highway in any particular place, including on the highway near to one's property. The primary purpose of the highway is to 'pass and repass', parking being incidental to the public right to do that. Where parking is available, the Council may use its powers to restrict that parking to specific classes of traffic (including disabled drivers) where it identifies sufficient benefit to doing so and after having regard to its broader duties.

A few objections suggest the location of the disabled parking bay needs to be changed, such as outside the bank or the fruit and vegetable shop on Cross Street. The original proposal issued to the local ward members before consultation included 3 disabled parking bays. One proposed bay on Chapel Street (which is the proposal described in this report and has been consulted on) and converting two existing parking spaces in the current bay outside Lloyds Bank in to two disabled parking bays. This was to ensure there was sufficient space in the bay and easier access to the amenities in the village. The proposal was not accepted, and it was agreed only one disabled parking bay was to be proposed which was agreed would be on Chapel Street.

4 objections believe the disabled parking bay will restrict parking for residents including more people parking across resident access to their properties, specifically the property that already has a H marking to deter this. The proposed disabled parking bay is for one disabled bay which would have minimal impact on the overall available public parking in the village. Unfortunately, inconsiderate driving behaviours are extremely difficult to control. H markings are used to discourage other drivers from parking across a driveway or access to a property, but these are advisory

parking restrictions which cannot be enforced by the Council's Civil Enforcement Officers.

One comment stated the disabled parking bay would stop the free flowing of parking in the village and that there is already plenty of parking in the village at the Co-Op, behind McCalls and on the Vicar Lane for disabled drivers to park. However, the Co-Op is privately owned and for use only by their customers. The location of the Co-op is at the entrance of the village which for those with impaired mobility, is a distance for them to access many of the amenities. The surface of the car park on Vicar Lane has uneven terrain unsuitable and unsafe for those that require mobility aids. There are no marked accessibility bays at this location. The car park behind McCalls is also private land. The footway leading from the car park to Cross Street is extremely narrow, questioning the ability of whether those with wheelchair and mobility aids can use the footway to access the highway and the shops.

OTHER CONSULTEES

- Southeast LAC
- Estates & Environmental Services
- Community Services
- South Yorkshire Police
- South Yorkshire Fire & Rescue
- South Yorkshire Ambulance
- SYPTE
- Access Liaison
- Parking services

No communication or responses were received from any of the consultees above in relation to the Woodhouse Local District Centre consultation.

Engagement and communication with Disability Sheffield considering supportive measures, required needs of disabled drivers and regular difficulties around accessibility. Disability Sheffield support the proposal.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1. Equality Implications

- 4.1.1 There are positive equality impacts from this proposal. The availability of standard public parking spaces available in the village hugely outnumbers available public disabled parking bays at present. Currently, there is only one disabled parking bay on the highway at Woodhouse local district centre which has been privately purchased and maintained by a local resident. The implementation of the disabled parking bay will be fundamental to disabled drivers to access local amenities directly and safely, creating inclusivity for all visitors.

4.2. Financial and Commercial Implications

- 4.2.1 The revised Initial Business Case for the 14 Local District Centre Disabled Parking Bay scheme was approved by the Co-operative Executive in April 2022.

The scheme is funded from the LTP. The full cost of implementing the scheme for Woodhouse local district centre, including construction costs, HMD fees and commuted sum is not yet known as the scheme has only recently completed the feasibility and preliminary design stage. When these costs are known a Business Case will be brought through the Capital Approvals Process to secure the appropriate budgets.

The Initial Business Case was approved for 2021/2022 for £20k under LTP and has included costs for feasibility and preliminary design fees at 3 sites (Crookes, Darnall, and Woodhouse) including TRO fees and consultation costs. One disabled bay was installed at Crookes in 2021 and the Darnall and Woodhouse Local District Centres are included in the 14 Local district Centres included in the full scheme list.

The Initial Business Case from 2021 included the following: -

Client fees - £10,000
Feasibility and Preliminary Scheme Design - £10,000
Total = £20,000

The revised Business Case approved April 2022 includes the following: -

Client Fees - £20,000
Feasibility and Preliminary Scheme Design – Total of £40,000 for 12 of 14 sites
£3,333 per site x12 (Feasibility and preliminary design costs for 2 of the total 14 Local District Centre sites were spent from the approved Initial Business Case funds as stated above)
Total = £60,000

Grand Total = £80k

4.3 Legal Implications

- 4.3.1 The Council has powers under the Road Traffic Regulation Act 1984 ('the 1984 Act') and Part V of the Highways Act 1980 to implement the proposal set out in this report. 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).
- 4.3.2 Before the Council can make a TRO, it must consult with relevant bodies and publish notice of its intention in a local newspaper in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 as well as take such steps as it considers appropriate for ensuring that adequate

publicity is given to the proposed order. This includes the display of notices on street. The Council has complied with these requirements.

- 4.3.3 The Council is required to consider all duly made objections received and not withdrawn before it can proceed with making an order. Those objections are presented for consideration in this report.

4.3.4

Part IV of the Act gives the Local Authority powers to designate parking places on a highway and make such provision as may appear to that authority to be necessary or expedient for regulating or restricting the use of any parking place designated by the order. In the case of the proposal detailed in this report, those powers are being used to designate a disabled parking bay and restrict its use accordingly.

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 There are no climate implications from the proposed scheme.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1. There were originally 3 proposed disabled parking bays for the Woodhouse local district centre. 2 of which were proposed to be installed in the parking bay outside of the Lloyds Bank on Cross Street and one disabled parking bay on Chapel Street which has been included in the consultation. It was decided after a discussion with the Ward members that only one disabled parking bay was to be proposed at this time.
- 5.2. Apart from the proposed disabled bay in question, there are no other provisions for disabled parking in the whole local district area. Doing nothing to improve this would be contrary to the Councils' equal opportunities commitments.

6. REASONS FOR RECOMMENDATIONS

6.1. The Council’s Core Strategy sets out for the period to 2026, the overall vision for the city, the relationships between the areas within it and how different factors come together in each area. Local District Centres are to provide everyday needs with a range of retail, leisure, and community facilities. This would be supported by improving the quality of the environment, the mixture of uses, and accessibility and safety for all.

To develop and maintain the desired outcome of a thriving local district centre at Woodhouse, it is vital that all local people have direct accessibility to the facilities and amenities within the village. There is currently on street public parking throughout the village, including a public car park off Market Street and Vicar Lane. Unfortunately, the public parking available on the highway does not currently include provisions specifically for disabled drivers.

The recommendation is to install a disabled parking bay within Woodhouse village to provide inclusivity and accessibility for all local people. There are no public disabled parking bays on the main highway that goes through Woodhouse district centre from Chapel Street, through to the end of Cross Street where many of the shops and amenities are located. The surface of the public car park on Vicar Lane is not tarmacked and would cause mobility difficulties for those who require mobility aids such as wheelchairs, tri pods and walkers. There are also no allocated disabled parking bays in the car park to guarantee sufficient vehicle space. The car park off Market Street does not provide direct access to the amenities which would be a disadvantage to many disabled people who are unable to walk the required distance to access the amenities. Having considered the response from the public and other consultees it is recommended that the disabled parking bay on Chapel Street be implemented as, on balance, the benefits of the proposal are considered to outweigh the concerns raised.

Appendix C – Objections

Woodhouse

1.	I would like to object to the additional parking bays being introduced to chapel street in woodhouse. As a resident of chapel street I feel that there would be an unfair number of spaces accessible for “non disabled users” on an already difficult road. It would also impact on the property value as it will restrict the possibility of parking. Also there is currently 1 disabled space in very close proximity to the suggested plan (outside number 18 chapel street) which is very rarely used/used incorrectly by non badge holders. There is also currently a car park at on Vicor lane, at co op and Nisa with where there are some allocated disabled spaces. I feel that introducing more designated spaces that are disabled parking only will have the opposite effect for supporting the community as many non-disabled drivers find it difficult to park and this would discourage them from coming to the village and therefore impacting on the small businesses in the area. I urge you to reconsider in order to support both
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	residents and the local community. Moving forward I look forward to hearing the outcome.
2.	With reference to the above I would like to point out that over the last 7 years of visiting my family the existing disabled space is invariably empty.it is difficult enough to park on Chapel Street during shop opening hours as it is. Woodhouse is a thriving local shopping area but I feel another disabled bay is not necessary and will only create further parking issues.
3.	I understand there is a proposal to t put more disabled parking bays on Chapel Street Woodhouse. There is already a bay outside the chemist which is very underused and I understand it was put in for the resident of number 18 at the time. When I moved here in 2014, I live at (DELETED). We were constantly blocked in by people who parked over the entrance and I had to pay for the H parking symbol to be painted at £150 and it is better but people still park. I think you will exacerbate the problem if you put the spaces as proposed outside the hairdressers and the next shop. People need to shop in Woodhouse to keep the small businesses running. Why don't you put disabled spaces near the bank or the fruit and veg shop where they might actually be useful. Please list this as my objection. We haven't been sent any information about this and we live so close. That must be incorrect and is very lax
4.	I see no reason to restrict available parking to disabled people only. Currently disabled use the named residents disabled parking bay. Why don't you stop taking that ladies money and make it an official public disabled bay. My fear is that the proposed restriction will mean more people parking across our access protection marking making it impossible for us to get in or out. There is plenty of parking in the village- the co- op for shopping there, vicar lane parking area for central shopping- only a few steps into village, behind mccalls for chemist and shopping at the lower end of the village. I see any restriction being a detriment to the free flowing use of parking in the village Yours sincerely (DELETED)
5.	I'm writing in objection to the proposed disabled bay being put in on Chapel Street, Woodhouse. There are already disabled bays in close proximity to proposed site and I feel there doesn't need to be more. Parking for residents on here is already very bad. The proposed disabled bays would make parking for residents very difficult indeed.
6.	There already is a disabled bay outside number 18 Additional bays mean non disabled visitors and residents will have further restrictions on them. People might not come into the village to use the shops etc as parking is so bad, which will effect small businesses in the village
7.	I writing to say I object to the disabled bay outside 10/12 Chapel street. The road there only fits about 5 cars and each building is also a residential property. Taking one of those spaces would impact on the people living there, as it is already hard to park. This area is always full The street and pavement are narrower on that section of road and not esay to park on, so probably not an ideal place either. Drivers trying to park there block the entire road while doing so. It would not be an ideal place for disabled drivers who require ramps or space to unload. I also don't feel another disabled space is needed there. The disabled space already on the street is free the vast majority of the day. I absolutely agree the pharmacy needs a disabled space and it has one. The other pharmacy in Woodhouse

	<p>doesn't however, wouldn't this be a better place for a disabled bay. There are also 3 car parks in the area where an additional disabled space might be more appropriate, or a loading zone outside the carpet shop that is vacant most of the day. I don't feel outside the vape shop is necessary.</p>
8.	<p>I am writing to complain about the proposal of extra disabled parking spaces on Chapel Street, Woodhouse. I provide childcare for my grandsons who live at (DELETED). There is already a disabled bay near the chemist and sometimes this is the only parking space vacant on the road. Chapel street has a garage, chemist, hairdressers, cafes and many other well used shops. It also has a very well used gym. There are rarely spaces to park during the day and even the car park on the side road is usually full. It also has a bus terminal for several bus routes. Chapel Street is an extremely busy road. I live in (DELETED) and have no option other than to travel by car. When leaving in the evening and parked in the side road car park it is very dark and leaves me feeling very vulnerable. Making less parking spaces will make the road more congested with cars waiting for spaces. It will reduce footfall at the shops because not everyone is local who use the facilities. It will cause frustration when people who dont own blue badges decide to park in that space and whilst that is illegal you would have to employ a full time traffic warden to enforce it, money which the coucil could spend better elsewhere. Instead of disabled bays perhaps time and money would be better spent in ways to make more not less parking spaces. We are living in financially difficult times and local facilities are vital. I am certain this proposal will reduce footfall and affect local business. Another alternative would be to ask the Co-Op to convert a few more spaces in their car park for disabled parking. I would say that the disabled bay already provided in the street is more than adequate and hope you will review your plans.</p>
9.	<p>I am writing in objection to the proposal to install disabled parking outside 10/12 chapel street, woodhouse. Currently there is already a disabled parking bay outside no. 18. I feel unless there is an immediate necessity outside these properties which requires the occupants to require specified disabled space it will actually be detrimental to other close residents who require the parking for day to day life. Essential visitors like child care providers who would now need to pick up and drop off children having to take a long dark walk down to a secluded carpark is not ideal and appropriate, considering the past incidences occurring in the woodhouse village area. Owners of the properties on chapel street who bought their properties on the suggestion that they would have availability to allow a minimal amount of family members to visit and leave without fear of having to walk into a dark and secluded parking lot were one of the reasons the property was purchased. This re-zoning does not just affect the resident but the grandmother's visiting their grandchildren, the great grandmother also visiting family, we do not wish to see them or imagine them walking into the back lot of a supermarket to find their car and get attacked. Yes that idea might be over the top but its definitely for a fact much safer watching them lrave from the front of the house wouthout gettint w ticket.</p>
10.	<p>In respect of the above proposed change I would like to register my</p>

	objection. We are regular visitors to the village and already find parking to be difficult as there are not many spaces to park for both visiting family and frequenting the shops. Further restriction to this would inhibit us from visiting which would then impact both the local businesses and our family as we would struggle to visit. We are not local enough to be able to use public transport to visit the area.
11.	Hello all. Clearly there are issues with parking in central Woodhouse and in particular at the locations highlighted. However given the proximity to the local elections and the on going health concerns of the pandemic I believe it would be sensible to put the proposals on hold. In addition this is an issue that would be better dealt with in a conversation[zoom or teams if necessary] not by email exchange
12.	I agree with (NAME DELETED)

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**Strategic Transport, Sustainability and Infrastructure,
City Growth Department**



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Website: www.sheffield.gov.uk

11th May 2022

Reference: TR/5215

Dear Sir/Madam

Proposed Traffic Regulation Orders – Disabled parking bays

The City Council has been asked to consider introducing disabled parking bays on Chapel Street, Woodhouse to improve accessibility for those with disabilities.

The attached plan shows the extent of the proposals that are being considered.

To enable the restrictions to be introduced it is necessary to make a Traffic Regulation Order. As part of this process, we give local residents and the general public opportunity to comment and/or object to what we are proposing.

Please have a look at the attached plan. If you wish to formally object to what is being proposed then, to comply with the provisions of the Road Traffic Regulation Act 1984, please write or email me at the address given above, giving the grounds for your objection by the 1st June 2022.

We would also like to hear from people who support the proposals.

If any objections are received, they will be passed, along with all other comments received, to the Transport, Regeneration and Climate Policy Committee (TRCPC) who will then decide on how to proceed.

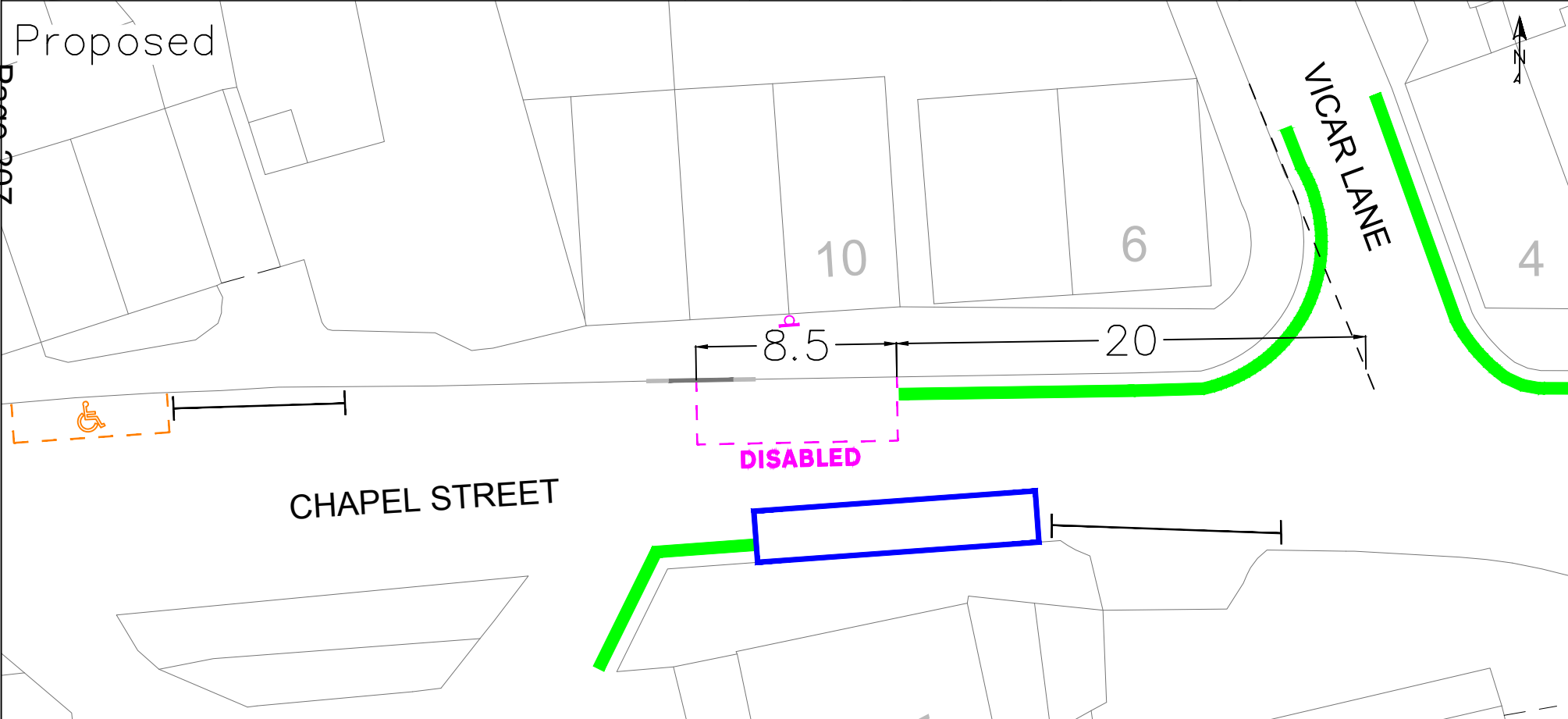
If you make comment or object, you are giving your consent for the council to process your personal information. This information will only be used in relation to this scheme and will not be shared with anyone without your express permission.

If you have any questions about the proposals or the Traffic Regulation Order process, please contact me.




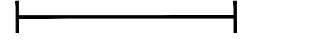



Yours faithfully

David Ramsden
Senior Engineer

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Key
Existing

- No waiting at any time to remain 
- Residents disabled parking bay to remain 
- Loading bay to remain 
- Access protection marking to remain 
- Dropped kerb footway access point to remain 
- Proposed
- Disabled parking bay 
- Disabled bay sign on new post 

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STRATEGIC TRANSPORT & INFRASTRUCTURE - TRAFFIC REGULATIONS
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1, UNION STREET, SHEFFIELD, S1 2SH
E-mail: Scheme.Design@Sheffield.gov.uk
Tom Finnegan-Smith - Head of Service

A Service Area of the Directorate of Place
Sheffield City Council

Do not scale from this drawing
Any errors/omissions to be reported immediately
If in doubt, ask
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DRAWN: DR
May 2022

CHECKED:


Client: SHEFFIELD CITY COUNCIL
Scheme: Woodhouse Disabled Parking Bays
Drawing Title: Traffic Regulation Order Proposals

Drawing No.: SD/Woodhouse/DB/TRO/01A
Scale: 1:250
Date: May 2022

Sheffield City Council

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TRAFFIC REGULATIONS



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