

# Transport, Regeneration and Climate Policy Committee

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**Wednesday 14 February 2024 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**

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Councillor Ben Miskell  
Councillor Christine Gilligan Kubo  
Councillor Andrew Sangar (MBE)  
Councillor Ian Auckland  
Councillor Denise Fox  
Councillor Craig Gamble Pugh  
Councillor Ruth Mersereau  
Councillor Safiya Saeed  
Councillor Richard Shaw

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## PUBLIC ACCESS TO THE MEETING

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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 Committee Chair Councillor Ben Miskell.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://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](mailto: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](mailto: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](mailto:committee@sheffield.gov.uk).

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## FACILITIES

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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.

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**TRANSPORT, REGENERATION AND CLIMATE POLICY COMMITTEE AGENDA  
14 FEBRUARY 2024**

**Order of Business**

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**Welcome and Housekeeping**

The Chair to welcome attendees to the meeting and outline basic housekeeping and fire safety arrangements.

**1. Apologies for Absence**

**2. Exclusion of Press and Public**

To identify items where resolutions may be moved to exclude the press and public

**3. Declarations of Interest**

Members to declare any interests they have in the business to be considered at the meeting

(Pages 7 - 10)

**4. Minutes of Previous Meeting**

To approve the minutes of the last meeting of the Committee held on 11<sup>th</sup> December, 2023.

(Pages 11 - 26)

**5. Public Questions and Petitions**

To receive any questions or petitions from members of the public.

(NOTE: There is a time limit of up to 30 minutes for the above item of business. In accordance with the arrangements published on the Council's website, questions/petitions at the meeting are required to be submitted in writing, to [committee@sheffield.gov.uk](mailto:committee@sheffield.gov.uk), by 9.00 a.m. on Monday 12<sup>th</sup> February 2023).

**6. Members' Questions**

To receive any questions from Members of the committee on issues which are not already the subject of an item of business on the Committee agenda – Council Procedure Rule 16.8.

(NOTE: a period of up to 10 minutes shall be allocated for Members' supplementary questions - one supplemental question on each question may be asked by the Member who had submitted the original question).

**7. Work Programme**

Report of the Director of Policy and Democratic Engagement

(Pages 27 - 42)



## **Formal Decisions**

8. **Regeneration Programme Update** (Pages 43 - 58)  
Report of the Executive Director City Futures
9. **Fulwood 20mph Scheme SLO Consultation Report** (Pages 59 - 174)  
Report of the Executive Director City Futures
10. **High Green 20mph Scheme SLO Consultation Report** (Pages 175 - 202)  
Report of the Executive Director City Futures
11. **Clean Air Investment Fund**  
Report of the Executive Director City Futures – Report to follow

**NOTE: The next meeting of Transport, Regeneration and Climate Policy Committee will be held on Wednesday 13 March 2024 at 2.00 pm**

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## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

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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 David Hollis, General Counsel by emailing [david.hollis@sheffield.gov.uk](mailto:david.hollis@sheffield.gov.uk).

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Transport, Regeneration and Climate Policy Committee

Meeting held 11 December 2023

**PRESENT:** Councillors Ben Miskell (Chair), Christine Gilligan Kubo (Deputy Chair), Andrew Sangar (Group Spokesperson), Ian Auckland, Denise Fox, Craig Gamble Pugh, Ruth Mersereau and Richard Shaw

**1. APOLOGIES FOR ABSENCE**

1.1 No apologies for absence were received.

**2. EXCLUSION OF PRESS AND PUBLIC**

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

**3. DECLARATIONS OF INTEREST**

3.1 Councillor Sangar declared a non-pecuniary interest in item 10 as his son owned an apartment in Kelham Island.

**4. MINUTES OF PREVIOUS MEETING**

4.1 The minutes of the meetings of the Committee held on 15<sup>th</sup> November, 2023 were approved as a correct record.

**5. PUBLIC QUESTIONS AND PETITIONS**

5.1 The Policy Committee received three petitions from members of the public. Two members of the public did not attend to present their petitions, a written response would be provided.

The Policy Committee received a petition 'Fulwood 20mph area. Lyndsey McLellan attended the meeting and presented the petition to the committee.

The petitioner explained that the people that had signed the petition were in support of the 20mph zone but could not understand why Fulwood Road and Crimicar Lane were not included in that scheme. Parents at two local schools felt that these roads should be included and the headteachers were both in support. Serious collisions had occurred on Fulwood Road and as well as the two schools there were nurseries and other community venues in the vicinity. Traffic mixed with vulnerable road users and there were parked cars along the road as well as bus stops.

It was felt that SCC's 20mph policy was based on outdated Department for Transport policy. The petitioner gave examples of UK cities where 20mph speed limits were implemented just using signs with a proven reduction in injuries as a

result. It was asked that Sheffield City Council update its policy of best practice and urgently called for a signed default 20mph speed limit on roads where traffic mixes with other road users.

The Chair thanked the petitioner for bringing the petition and highlighted that a national change in approach to 20mph speed limits was required. It was explained that the Fulwood Scheme was in its consultation stage and Crimicar Lane was being considered for inclusion. The current policy was outlined and it was noted that South Yorkshire Police would object to any sign only scheme on roads that don't meet the criteria set out in the policy as well average speed criteria.

The Chair advised that the Senior Transport Planner had been investigating whether anything could be taken forward in relation to Fulwood Road and this, together with all the feedback that had been received would be included when the committee considered the scope of the final scheme.

- 5.2 The Policy Committee received six questions from members of the public. One member of the public did not attend to ask their question, a written response would be provided.

Questions from Roy Morris

"How can we ensure that Connect Sheffield fulfils its purpose and fully serves the people of Sheffield?"

I have noticed significant improvements.

- What final route is planned?
- Do the stops on the route genuinely serve the needs of the public?
- What can be done to increase awareness of the service?
- Would the service benefit from a name change? Freebee?!!
- Long term, would there be any point in planning a route in the opposite direction?

The Chair thanked the questioner for attending to ask their question and welcomed their support of the Connect Sheffield City Centre bus. It was confirmed that the service would be relaunched in the new year with new zero emission e-buses. The details of the routes and frequencies were dependent on tender costs so were not confirmed at this time. More information would become available in the new year via a refreshed communication strategy.

Questions from Patricia Stubbs on behalf of Friends of the Peak District, the Peak District Green Lanes Alliance and the Peak Horsepower Bridleway Group

1 The Peak District National Park Authority has made seven Traffic Regulation Orders excluding all types of motor vehicles from byways open to all traffic and other unsealed routes in the national park. To keep prohibited vehicles out, it uses only signage. It does not use barriers. Its monitoring data shows 90 per cent plus compliance with its TROs. Why does Sheffield need barriers to make a TRO on Moscar Cross road effective when the NPA has demonstrated that barriers are not necessary?



2 The committee paper says that one of the reasons that the proposed TRO does not cover motorbikes is because 'there are no physical restraint measures that restrict solo motorcyclists but allow other users through'. Why does the committee paper not mention or show the barriers installed at Wyming Brook - a combination of lockable gate, bridle gate and horse hop that excludes motorcycles as well as 4x4s but ensures access for all legal users?

3 The Moscar route is all grass with no underlying stone or rock and it is on a hill. This makes it peculiarly vulnerable to damage by powerful modern motor vehicles in wet weather, including the traction, gouging and wheel spin of motorbikes revving to get uphill on soft ground. Peak Park monitoring data for the route shows that two thirds of motor vehicles using the route are motorbikes. The committee paper says that motor bikes are damaging the route. This being the case, why is Sheffield willing to tolerate continuing use and damage by motorbikes during the wettest periods of the year?

4 In order to respond to surface conditions deteriorating quickly in unusually wet summers, some highway authorities that have made Orders for seasonal TROs have made the effective start date for the restriction variable. We understand that the Peak District Vehicle Users Group is in favour of this approach. Has Sheffield considered it? Will it consider it?

5 Are members of the committee aware that at the February 22 on-site meeting convened by Sheffield, all the user groups attending agreed to a seasonal TRO covering motor vehicles of all types, and that the organisations agreeing this included those representing motorcycle users?

6 The Peak Park Local Access Forum withdrew its original objection to motorbikes not being included in the seasonal TRO, but only on the condition that Sheffield re-consider the matter if there is damage from continuing motorcycle use. Is making a decision today that will almost certainly mean having to do a second or revised TRO next year a cost-effective use of funds and staff time?

7 In making its decision about the proposed TRO on Moscar Cross Road, Sheffield has a legal duty under S62 (2) of the Environment Act 1995 to have regard to the statutory purposes of the Peak District National Park, which are to conserve and enhance the natural beauty, wildlife and cultural heritage of the area and to promote opportunities for the understanding and enjoyment of the special qualities of the National Park by the public). Furthermore, if it appears that there is a conflict between the two duties, under the Act Sheffield must attach greater weight to the purpose of conserving and enhancing natural beauty, wildlife and cultural heritage. How and where has Sheffield demonstrated that it has had regard to this statutory duty?

8 On 29th Dec 2023 the Levelling Up and Regeneration Act (LURA) will change the current duty on the Authority to 'have regard' to the purposes of the Peak District National Park into a duty to 'further' the purposes of the National Park. Is Sheffield willing to adopt the spirit of the enhanced duty and show in relation to Moscar Cross how its proposal furthers both National Park purposes?

9 At present only one of the eight available legal grounds available for making TROs under the 1984 Road Traffic Regulation Act is being proposed ('to prevent damage to the road'). Has the applicability of the following grounds been considered and evaluated:

- 'For preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the character of the road
- For preserving the character of the road where it is specially suitable for the use of persons on horseback or on foot
- For preserving or improving the amenities of the area through which the road runs
- For the purposes of conserving or enhancing the natural beauty of the area ..... This includes conserving its flora, fauna and geological and physiographical features'.

10 Moscar Cross Road is an ancient packhorse route. What assessment has been made of the value and importance of the route as part of cultural heritage?

11 Have members of the committee made a site visit to see Moscar Cross Road for themselves? How many have done so?

12 Why are there no photographs in the committee paper showing the condition of Moscar cross Road?

The Chair thanked the questioner for attending and for providing statements in advance to the members. Diana Mallinson was invited to read her questions also to allow the Chair to respond to both sets of questions at the same time.

#### Questions from Diana Mallinson

In paragraph 4.3 SCC have added 3 more of the purposes for a permanent traffic regulation order (TRO) to the prevention of damage purpose given in the proposal, i.e. for the avoidance of danger, facilitating passage of any class of traffic (including pedestrians) and preventing use by vehicular traffic which is unsuitable. And in paragraph 4.4 SCC say that the TRO will preserve the character of the byway and the area's natural beauty, and make the route more attractive to users i.e. improve the amenity of the area – again these are three more of the purposes available for a permanent TRO. Recent guidance from the British Parking Association, endorsed by the Minister of State for Transport, says that the statement of reasons should ideally refer to these legal purposes, because the statement of reasons is what consultees/stakeholders use to work out what the authority is trying to accomplish.

We think that the seasonal nature of the TRO as proposed and the non-prohibition of motorcycles, especially the latter, mean that it will not achieve these additional purposes, especially preventing use which is unsuitable, preserving the character

of the byway and the natural beauty of the area, and improving the amenities of the area. Motorcyclists cause some of the ruts on the byway and they also drive off the route onto the adjacent pasture. Wet weather in the summer months, coupled with continued recreational motor vehicle use, will also affect the character of the route and the natural beauty and amenity of the area, as demonstrated by the failure of the levelling and re-seeding you have done annually since 2012. Will you re-consult on the TRO proposal, so that you can explain to consultees how the TRO will meet these additional purposes in your statement of reasons?

Will you also consider re-consulting on a TRO proposal which would allow you flexibility in extending the duration of the seasonal closure period, if rainfall in summer months increases, as it has done in some years since 2012/3?

If you decide to accept the recommendation in the report and make the TRO as proposed, will you monitor the surface condition (e.g. the type of ruts, their depth and spread across the route) in the four open months and the eight closed months of each year, and see how this correlates with Met Office rainfall data for Sheffield? Will you make a temporary TRO if there continues to be damage?

The Chair thanked the questioner for attending and explained that it was preferable that traffic restrictions were complemented with engineering measures to ensure that where possible they were self-enforcing and not subject to abuse. All traffic orders should be, as much as practicable, self-regulating to avoid a strain on the limited enforcement resources of the Police. No comments could be made on restrictions implemented by another Highway Authority or enforced by another Police service.

There was insufficient evidence on this route to show that solo motorcycles specifically were damaging the route enough to warrant prohibiting their access. The committee report did not specifically state that solo motorcycles were causing damage to the route. Consultation on such a restriction could take place should it be required it at a later stage.

Officers that attended the site meeting stated that whilst those attending may have agreed to a TRO covering all motorised vehicles, that the site meeting did not include solo motorcycle user groups.

Prohibiting motor vehicles except for solo motorcycle allowed officers to properly understand the direct impact of solo motorcycles. Apart from a small number of motor vehicles requiring access to adjacent land, solo motorcycles would be the only motorised mode of transport with access.

Subject to the decision by Committee on this issue, if it was implemented and in monitoring the scheme Sheffield City Council gained evidence that solo motorcycle use caused enough damage to warrant prohibiting them, then this was the right process to follow and that the funds and staff time were well allocated.

The different statutory requirements had been considered and it was believed that the proposed restrictions did support the aims of conserving and enhancing the

national park. However, in considering the removal of access rights it was believed that the significant improvement in condition would be from removing 4x4 vehicles from this route. In dry conditions the route could be used by all modes. This position would not be maintained in perpetuity and consequently it could be reviewed at some point in the future.

Additional potential benefits were described within the committee report. These were benefits that could be achieved by the proposed restrictions reducing damage to Moscar Cross Road.

Sheffield City Council did not feel that there was a need to reconsult on the current TRO proposals at this stage. The statement of reasons was clear and there was no scope to misinterpret the reasons behind why Sheffield City Council were promoting these restrictions.

Officers would continue to visit the route each month and take photographs as they have been doing for the past couple of years. A TTRO would be made if at any point it was necessary to (a) safeguard the public because the route has become dangerous to use or (b) exclude the public from the route in order to carry out repairs safely.

#### Questions from Sally Skelton

1. Archer Lane closure was the key to the success of the NE scheme yet the committee decided to reopen Archer Lane based on the number of objections received. Why were the less successful Crookes and Walkley schemes passed in full when they had greater numbers of objections?
2. Why was child safety not even considered when you decided to reopen Archer Lane to nearly 3000 vehicles a day?
3. The council has said there is a climate emergency yet your committee stopped a scheme that reduced traffic by 5,000 cars journeys a day. Please could you explain?

The Chair thanked the questioner for attending and asked Alison Teal to read her question so that both questions could be responded to together.

#### Questions from Alison Teal

1. On the 20th of September, this Committee, except for two Green Party Cllrs, decided to prioritise the voices of drivers living mostly outside of Nether Edge and chose to enable them to drive on narrow residential roads to avoid congestion on arterial routes. However, the officer reports made clear that the closure of Archer Lane had a positive effect, encouraging active travel and making roads safer for children, pedestrians and cyclists. How can members of the committee justify ignoring the officer's technical expertise and vote to reopen Archer Lane, which is the most vital aspect of the Nether Edge Low Traffic Neighbourhood scheme's success? Why did you disregard the empirical evidence in favour of drivers who don't even live in Nether Edge?

2. How is the Council going to meet its climate and nature targets when this committee has caved into a small unrepresentative but loud group of motorists and anti-cycling campaigners against the closure of Archer Lane? It sets a very bad precedent that will prevent any future schemes that will be required to be able to meet the targets.

The Chair thanked the questioner for attending and explained that an external contractor conducted a report into the Nether Edge Active Neighbourhood Scheme. That report came before this committee in September and showed that there was greater support for the schemes in Crookes and Walkley. Crucially, in both Crookes and Walkley there was demonstrable positive behaviour change in the area. That was why the committee opted to end the trial closure of Archer Lane and make permanent two popular crossings. The approach that considered those who lived in a wider area and not just in the immediate locality of the trial.

The September committee report included some initial data on collisions. Typically for transport projects, personal injury collision data for at least the most recent three-year period would be considered adequate to be able identify collision patterns. However, the Council still made pre and post implementation comparisons of casualty numbers in an around the Nether Edge area between June and December in 2021 ('pre') versus June and December 2022 ('post').

The information did not suggest the Nether Edge Active Neighbourhood project had a significant impact on personal injury collisions. During its implementation, the overall number of collisions did not change. In relation to Archer Lane, there were no collisions between June and December 2022. This compared with 4 collisions in an equivalent six-month period in 2020 on Crookes Valley Road (between Harcourt Road and Oxford Street) which led to the location being a high-priority site and a Local safety scheme was being designed which would be implemented in 2024.

When people in Nether Edge and Sharrow (NES) were asked about perceived impact on the safety of walkers and cyclists of the Active Travel measures; more responses said there had been a negative impact on people's perception of safety of walkers and cyclists due to the trial closure.

Locations were assessed and prioritised for measures according to certain criteria. The most important one of these related to the prevention of collisions, particularly those recorded as serious or fatal. All the incident data received from partners was analysed and used to prioritise budget on schemes in those locations that have a history of previous collisions. Collisions were more likely to happen at a location having a collision history than one with few or none.

Road safety was of concern everywhere, but it was noted that some of our most pressing road safety concerns were in our most deprived communities.

The Chair invited the questioners to stay and hear the discussion on item 9, which looked at the progress made towards our climate goals. The trial closure of Archer Lane did not see an overall reduction of car journeys. It simply dispersed them

and created problems elsewhere.

## **6. MEMBERS' QUESTIONS**

6.1 No questions were received from members of the Committee.

## **7. WORK PROGRAMME**

7.1 The Committee considered a report of the Director of Policy and Democratic Engagement on the Committee's Work Programme detailing 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.

7.1.1 Suggestions were made by members for future inclusions on the committee's work programme including;

- Sheffield City Council's (SCC) 20mph policy review
- The A61 corridor study
- Further decarbonisation routemaps
- An update on the East Bank Road Active Travel Scheme
- Electric Cargo Bikes

Members requested timescales for the Fulwood and High Green 20mph zones and officers explained that the consultation results for these would be brought to the February meeting. Timescales were also requested for the Crookes Valley Road and Barnsley Road Local Safety Schemes and the A625 Road Safety Project.

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

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.

7.3 **Reasons for Decision**

7.3.1 To give the committee members an opportunity to consider the direction of the work programme, align it with their key priorities and create a manageable workload for the committee.

7.4 **Alternatives Considered and Rejected**

7.4.1 None

## **8. 2023/24 Q2 BUDGET MONITORING**

8.1.1 This report brings the Committee up to date with the Council's outturn position for Quarter 2 2023/24 General Fund revenue position

8.1.2 A member asked whether the shortfall in income for the Planning Service was due to the vacancies with the team. It was clarified the vacancies were not impacting the department's ability to process applications, rather that there was a lack of activity.

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

notes the updated information and management actions provided by this report on the Quarter 2 2023/24 Revenue Budget Outturn as described in this report.

### **8.3 Reasons for Decision**

8.3.1 To record formally changes to the Revenue Budget

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

8.4.1 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.

## **9. MOSCAR CROSS ROAD - PROHIBITION OF DRIVING**

11.1.1 The Committee considered a report of the Executive Director of City Futures report confirming receipt of objections to a proposal to introduce a Traffic Regulation Order (TRO) and seeking approval to make the order after having considered those objections.

The effect of the order would be to introduce a Prohibition of Driving except for solo motorcycles on Moscar Cross Road, which was a byway open to all traffic.

11.1.2 Members sought clarification on whether it was possible to approve the prohibition of driving and extend it to include all vehicles. It was explained that in order to make this amendment it would be necessary to promote a new TRO, consider any objections and bring this back to a later committee date. Strong evidence was required to implement a prohibition for all vehicles. Members requested a 12 month review of the TRO be carried out.

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

- Approve the making of the Traffic Regulation Order in accordance with the Road Traffic Regulation Act 1984;
- Approve the introduction of the prohibition of driving except for solo motorcycles on

Moscar Cross Road as shown on Appendix A attached, by installing regulatory traffic signs, lockable gates and an adjacent bridle gate.

- Note that all objectors are informed of this decision accordingly.
- Request that a review be carried out within 12 months of implementation

### **11.3 Reasons for Decision**

11.3.1 If a decision is made to proceed with the proposed TRO then the byway will not be subjected to the same level of damage, the safety and access of all other users will improve and the current maintenance costs and use of resources will reduce significantly. The measure will be reviewed to ensure damage is not caused solo motorcycles. The Council will also keep the scheme under review to monitor changing weather conditions and ensure the restriction time period remains effective.

11.3.2 There is no other alternative suitable to alleviate the issues.

11.3.3 Having considered the response from the public and other consultees it is recommended that the TRO for the prohibition of driving motor vehicles except for solo motorcycles on Moscar Cross Road be made and implemented as the benefits of the scheme in terms of access, safety and sustainability are considered to outweigh the objections raised.

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

11.4.1 An alternative option would be to propose a prohibition of driving TRO without an exemption for solo motorcycles. However, it could not be justified as there is no evidence to suggest this type of vehicle is causing infrastructure damage to Moscar Cross Road and the Police would not be willing to support the restriction without physical restraint measures that restrict solo motorcyclists

11.4.2 An alternative option is to do nothing. This option would result in the Council bearing the increasing maintenance costs of the infrastructure damage and may need to deny public rights of access due to the risk of injury

11.4.3 There is also an issue posed around sustainability, constantly repairing the highway is not a sustainable use of limited natural resources.

11.4.4 The proposed measures do not incur any adverse effects on either the climate or the economy.

## **10. ANNUAL CLIMATE REPORT 2022/23**

9.1.1 The Committee considered a report of the Executive Director of City Futures providing an update on progress and activity during 2022/23 to inform the Committee and public of the current situation.

9.1.2 Members discussed specific areas including;

- Increased emissions in the grey fleet sector and potential solutions
- A decarbonisation routemap for Housing including private homes
- Renewable energy sources
- Resources available in the sustainability team
- A new Council Plan that prioritises the Climate Emergency

9.1.3 Members asked whether the Transport, Climate and Regeneration Policy Committee was the strategic lead for this work or if it would be led by the Strategy



and Resources Policy Committee. The Director of Investment, Climate Change and Planning advised that each Policy Committee had the ability to determine its approach to Climate Change and that a radical change of approach was required. Responsibilities would need to be distributed across the organisation. It was also confirmed that the climate emergency was on SCC's Corporate Risk Register and the Local Plan also had an ambitious programme for decarbonisation.

- 9.1.4 It was acknowledged that climate change impact should be considered at the start of the Council's decision making process and a protocol was under development to facilitate this. Members asked if there was anything that they could do as politicians to empower officers to achieve the Council's ambitions. The question was welcomed and The Director of Investment, Climate Change and Planning agreed to come back with suggestions.
- 9.1.5 During the discussion of the above item the Committee agreed, in accordance with Council Procedure Rules, that as the meeting was approaching the two hours and 30 minutes time limit, the meeting should be extended by a period of 30 minutes

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

Notes the report.

9.3 **Reasons for Decision**

- 9.3.1 It was felt that it was important both to be open and transparent, to outline the extent of progress and activity which is underway and the challenges which the local authority faces in making progress.

9.4 **Alternatives Considered and Rejected**

- 9.4.1 Not providing an annual report, or providing a much shorter report, was considered due to the resource required to provide a report with the detail included here.

**11. KELHAM/NEEPSSEND PARKING REVIEW**

- 10.1.1 The Committee considered a report of the Executive Director of City Futures considering the results of extra parking surveys and the outcome of the additional engagement with businesses in Neepsend since the first phase was approved in July 2023. It included a recommendation on how to progress with a parking scheme in Neepsend by making a TRO to implement the remainder of the original proposal, albeit with modifications.
- 10.1.2 Councillor Mersereau declared a non-pecuniary interest in the item as the ward councillor for this area.
- 10.1.3 Discussion took place around the Council's aspirations to reduce the number of permits required by businesses and the ways that this could be achieved including cycle storage, an e-bike scheme and travel plan offers.
- 10.1.4 Members asked whether new civil enforcement officers would be recruited to enforce the restrictions on junctions and officers confirmed that safety at junctions was one of the key considerations of the scheme and would be enforced.

10.1.5 The committee discussed whether existing permit schemes incurred a cost to the Council and officers clarified that it was not expected that any costs would be incurred and the situation would be monitored. Any income generated would have restrictions on how it could be spent.

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

- Having considered the objections included in Appendix A, decide to make the Traffic Regulation Order (as amended) in accordance with the Road Traffic Regulation Act 1984.
- Approve a more flexible approach to the number of permits issued to business during the implementation of the proposed pay and display/permit parking scheme in Neepsend, operating Monday to Friday (0900-1500) in bays on Boyland Street, Bardwell Road and Neepsend Lane (between Rutland Road and Bardwell Road) and operating Monday to Sunday (0900- 1500) in bays in all other areas of Neepsend.
- Note that the Council's Traffic Regulations team will inform all consultation respondents accordingly;
- Note that a review of the scheme will be carried out after around 12 months of the approved scheme being active;
- Note the need to monitor the effects of the scheme and the potential for advertising a further Traffic Regulation Order should the effect of displaced parking lead to one needing to be promoted;
- Note that the recommendations being implemented are subject to funding being confirmed.

10.3 **Reasons for Decision**

10.3.1 The proposed Neepsend parking scheme should:

- Improve conditions for local businesses by ensuring the availability of convenient parking spaces for residents, business and visitors and giving them a greater level of priority where appropriate through issuing permits;

10.4 **Alternatives Considered and Rejected**

10.4.1 Consideration was given to limited waiting, without charging (e.g. 4 hours, no return within 2 hours), with permits considered where appropriate. However, this was discounted for the following reasons:

- Enforcement of the restrictions are more resource intensive and time consuming;
- Puts pressure on existing enforcement resources as limited extra income through enforcement may not cover additional costs;
- Lack of consistency of approach with other areas of the City;
- Residents and businesses could feel that they are being charged to park in the area where visitors (and potentially commuters) may not; and
- There is anecdotal evidence from schemes around the City that suggest that people may move their vehicles part way through the day to avoid the 4-hour restrictions.

10.4.2 Consideration was given to implementation of the whole scheme as initially advertised. However, this was discounted as it doesn't take account of the additional business engagement and revised parking surveys Neepsend.

10.4.3 Consideration was given to cheaper all day parking tariffs. However, this was discounted for the following reasons:

- Demand must properly be managed through the setting of appropriate tariffs. Otherwise,

- parking capacity for local businesses, residents and visitors could at times be inadequate
- Cheaper tariffs could also increase the occurrence of traffic circulating searching for car parking spaces, leading to increased traffic movements.
- Lack of integration with local and regional strategies.

## **12. CLEAN AIR ZONE UPDATE – 6 MONTH REVIEW**

12.1.1 The committee considered a report of the Executive Director City Futures that provided an early stage review of the Sheffield Clean Air Plan including an overview and a summary of the findings.

12.1.2 Members asked questions covering the following points;

- The lack of changes to traffic volume with the Clean Air Zone (CAZ) and whether that was due to people using public transport instead. Officers explained that the vast majority of traffic entering the zone were cars and as they were not included in the CAZ restrictions the numbers had remained the same. People had not been discouraged from entering but the vehicles were becoming cleaner.
- Given the delay in the bus retrofitting programme, had upgrades to the tram system been considered. It was noted that the trams were a zero emission fleet and an extension to the tram system was ideal, however would involve lengthy timescales that would not assist in meeting the clean air targets set out by the Government. Officers were working closely with bus operators to push for zero emission buses for Sheffield.
- How many vehicles within the SCC fleet were compliant. The data was not available at the meeting but officers agreed to obtain the information and circulate to members.
- Whether the Council paid the CAZ charges for non-compliant vehicles used by their contractors. Officers confirmed that this was not the case.
- If the displacement of traffic caused by the bus gate was being monitored as residents had noted an increase in queueing traffic on match days. It was explained that, as cars are not affected by the CAZ it was unlikely that any match day traffic would be affected and therefore displaced in this way.

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

- Acknowledges the significant improvement in the fleet upgrades across Sheffield in response to the CAZ to date and recognises the positive changes made by vehicle owners in the city, and that further promotion of the Financial Assistance Scheme available from the Council is undertaken.
- Endorses the guiding principles and governance principles for the use of the surplus CAZ income generated set out in section 4.2.6.
- Receives a further report that sets out the approach to defining a Clean Air Investment Plan (CAIP), with a range of potential scheme and programme options that could be funded from forecast surplus CAZ income. The potential for other funds to complement and support delivery through the CAIP will also be considered.
- In response to the risks associated with the performance of bus retrofits requests a further update when Government publish their review on this issue, and in developing the Clean Air Investment Plan that officers should explore the potential to use CAF funding to support further upgrades to buses.
- Endorses the continued liaison with HM Government for greater support to fund a cleaner bus fleet in Sheffield to mitigate impacts of their bus retrofit programme on air quality in Sheffield, including through the ZEBRA 2 zero emission fund.

**12.3 Reasons for Decision**

12.3.1 To apprise Members of the progress made in improving the health of the city, the limitations of available data at this time, the vehicle compliance levels and the financial status of the Clean Air Zone scheme.

**12.4 Alternatives Considered and Rejected**

12.4.1 None

**13. LOCAL AND NEIGHBOURHOOD TRANSPORT COMPLIMENTARY PROGRAMME (LANTCP)/ROAD SAFETY FUND PROGRAMME: 23/24 UPDATE.**

13.1 The Committee considered a report of the Executive Director of City Futures that provided an update on delivery of the carry forward within the 2022/2023 Local and Neighbourhood Transport Complimentary (formerly known as the Local Transport Plan) and Road Safety Fund capital programmes, as well as the 2023/24 programme approved by committee on 16th March 2023.

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

- i. Note progress on the Local and Neighbourhood Transport Complimentary (LaNTCP - formally known as the Local Transport Plan Integrated Transport Block) and Road Safety Fund (RSF) programmes.
- ii. Approve the variations within the programmes (highlighted in sections 1.13 to 1.31 for the LaNTCP, and Appendix B for RSF), noting the individual projects will still need to go through the Councils capital process – to be approved by the Strategy and Resources committee.
- iii. Note the potential effect on future years' programmes, with the 2024/25 programme being subject to another report early in the new calendar year.

**13.3 Reasons for Decision**

13.3.1 The proposed LaNTP and RSF programmes balances the availability of funding sources with local and national policy to give a clear focus for the 2023/24 financial year, with an opportunity for changes to be considered by Committee that could be made in future years of the current 5-year programme. The proposed programme is extensive and ambitious which comes with its own challenges. The programme utilises internal and external funding sources and staff resources to deliver change to the transport system, considering environmental, economic and societal needs.

**13.4 Alternatives Considered and Rejected**

13.4.1 'Do nothing' has been considered but is not considered appropriate as this will result in projects not being delivered. Both the LaNTP and the RSF programmes would not be introduced and the opportunity for economic, environmental and societal benefits will be missed.

13.4.2 It would also be possible to consider a different balance between types of schemes as part of the programme. However, it is felt that the proposed programme achieves a good balance of economic, environmental and societal benefits to the

communities and businesses in Sheffield.

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## Report to Transport, Regeneration and Climate Committee

**DATE 14<sup>th</sup> February 2024**

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**Report of:** James Henderson, Director of Policy and Democratic Engagement

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**Subject:** Committee Work Programme – Transport, Regeneration and Climate

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**Author of Report:** Amanda Clayton, Principal Democratic Services Officer

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### **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.

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## 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**

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## 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	Committee Climate Statements
Referred from	Strategy and Resources Policy Committee
Details	Strategy and Resources Policy Committee requests that each Policy Committee consider and, if not previously agreed, agree (with or without amendments) their respective statement to ensure that the proposed actions contained in such statement are reflected in their Work Programme.
Comments/ Action Proposed	



### 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.	August/September/October 2023
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 Format: Walkabout ideally	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. Format: Presentation / update paper	HIGH PRIORITY June 2023 too as decisions will be needed on Castlegate/ Attercliffe re. CPOs October 2023
City Centre Strategic Vision Masterplans	Presentation giving overview of background to City Centre Vision and future work programme Include Moorfoot update – need to agree forum	Sep/Oct link to Local Plan  July/Aug 23
Transport Overview	An overview of key Sheffield, Regional and National issues and policy influencing Transport and our local priorities and programmes	June 2023
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 2023
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 2023
Climate Change	Formal Elected Member training	TBC

Funding Landscape	Familiarisation with Directorates Funding and potential external sources of funding	June 2023
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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
<b>NEW:</b> Regeneration Programmes Update	14 <sup>th</sup> Feb 2024	
<b>NEW:</b> Parkwood Springs Update	13 <sup>th</sup> March 24	
<b>NEW:</b> Fulwood 20mph scheme SLO consultation report	14 <sup>th</sup> Feb 24	
<b>NEW:</b> High Green 20mph scheme SLO consultation report	14 <sup>th</sup> Feb 24	
<b>NEW:</b> Clean Air Investment Fund	14 <sup>th</sup> Feb 24	
<b>NEW:</b> High Street Mosborough Limited Waiting Parking Bays	13 <sup>th</sup> March 24	
<b>NEW:</b> Road Safety Action Plan	13 <sup>th</sup> March 24	
<b>AMENDMENT</b>		

### 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.

<b>Topic</b>	
<b>Description</b>	
<b>Lead Officer/s</b>	
<b>Item suggested by</b>	
<b>Type of item</b>	
<b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 2)</i>	
<b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 3)</i>	

<b>Lead Officer Commentary/Proposed Action(s)</b>	
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**Part 3: Agenda Items for Forthcoming Meetings**

Meeting 6	14 <sup>th</sup> February 2024	Time 2pm					
Topic	Description	Lead Officer/s	Type of item	<i>(re: decisions)</i> <b>Prior member engagement/ development required</b> <i>(with reference to options in Appendix 1)</i>	<i>(re: decisions)</i> <b>Public Participation/ Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<b>Final decision-maker (&amp; date)</b>	<b>Internal Deadlines</b> (i.e. funding deadlines, submission deadline etc)
<b>NEW:</b> Regeneration Programmes Update	Update on regeneration programmes.	Alan Seaman	Update	Knowledge briefing Walking tours (a number of these have taken place in previous months to familiarise members with schemes)	Bespoke per scheme	This committee	
<b>NEW:</b> Clean Air Investment Fund		Amanda Cosgrove				This committee	
<b>NEW:</b> Fulwood 20mph scheme SLO consultation report	To consider the objections made but support the making of the Speed limit order to and for works commence (subject to no RSA issued being raised)	Lisa Blakemore	Decision	Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the consultation going live.	Letter sent to all affected properties with plans and various ways to comment/ object to the proposals	This committee	

				Regular contact with local members as the consultation progressed helping to answer queries that came direct to them from constituents as well as asking their opinions about if any further engagement is needed and other issues that arose such as the petition that was received.	Street notices with information about the affected streets placed on lighting columns on all effected streets detailing how to comment/ object or request more information  Speed limit order advertised in Sheffield Telegraph  Sheffield Council website has plans of the proposals with ways to comment/ object to proposals		
<b>NEW:</b> High Green 20mph scheme SLO consultation report	To consider the objections made but support the making of the Speed limit order to and for works commence (subject	Lisa Blakemore	Decision	Councillors of the affected ward were sent details of the proposals 2 weeks in advance of the	Letter sent to all affected properties with plans and various ways to comment/	This committee	

	to no RSA issued being raised)			<p>consultation going live.</p> <p>Regular contact with local members as the consultation progressed helping to answer queries that came direct to them from constituents as well as asking their opinions about if any further engagement is needed and other issues that arose such as the petition that was received.</p>	<p>object to the proposals</p> <p>Street notices with information about the affected streets placed on lighting columns on all effected streets detailing how to comment/ object or request more information</p> <p>Speed limit order advertised in Sheffield Telegraph</p> <p>Sheffield Council website has plans of the proposals with ways to comment/ object to proposals</p>		
Meeting 7	13 <sup>th</sup> March 2024	Time 2pm					
<b>Topic</b>	<b>Description</b>	<b>Lead Officer/s</b>	<b>Type of item</b>	<i>(re: decisions)</i> <b>Prior member engagement/</b>	<i>(re: decisions)</i> <b>Public Participation/</b>	<b>Final decision-maker (&amp; date)</b>	<b>Internal Deadlines</b>
			<ul style="list-style-type: none"> <li>• <i>Decision</i></li> <li>• <i>Referral to decision-maker</i></li> </ul>			<ul style="list-style-type: none"> <li>• This Cttee</li> <li>• Another Cttee (eg S&amp;R)</li> </ul>	

			<ul style="list-style-type: none"> <li>• <i>Pre-decision (policy development)</i></li> <li>• <i>Post-decision (service performance/ monitoring)</i></li> </ul>	<b>development required</b> <i>(with reference to options in Appendix 1)</i>	<b>Engagement approach</b> <i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> <li>• Full Council</li> <li>• Officer</li> </ul>	(i.e. funding deadlines, submission deadline etc)
2023/24 Q3 Budget monitoring		Jane Wilby	Decision			This committee	
Decarbonisation Routemap: Energy, Generation and Storage	This report will bring forward the Energy, Generation and Storage routemap for action until 2026.	Kathryn Warrington	Strategy/Policy Development	During the development of the way we travel and our Council routemaps, a Member Task and Finish Group was established which guided and supported the scope and development of the initial tranche of routemaps. Further written and verbal briefings will be provided to TRCPC Members throughout the drafting of the routemap.	A city wide climate event was held in November 2022, the findings from the energy breakout session will be used to inform the drafting of this routemap. Key public and private stakeholders have been engaged with some elements that will be informing the routemap. Projects and programmes that are included in the routemap will be subject to further public participation	This committee	

					and engagement.		
Sheffield Transport Strategy	Report will present the refreshed Sheffield Transport Strategy for adoption.	Tom Finnegan-Smith	Decision	Knowledge briefings for Committee will be undertaken with group briefings provided where required	There will be public engagement on the strategy with an opportunity for people to give their views at an early stage of the process.	This committee	
NEW: Parkwood Springs			Update				
NEW: Committee Climate Statement		Mark Whitworth	Decision			This committee	
NEW: High Street Mosborough – Limited Waiting Parking Bays	To report receipt of objections to an experimental traffic regulation order and to recommend that Members make the order as currently implemented.	Jamie Proctor	Decision	The proposed limited waiting parking bays Experimental Traffic Order was advertised on 8th December 2022 and became active on site 3 <sup>rd</sup> January 2023. Notices with plans and a statement of reasons sent via email to the Cabinet Member for Transport and	A pre-consultation letter was sent out to affected properties prior to the advertisement of the scheme. The order was advertised on 8th December 2022 by Notice in the local press, street Notices were placed on High Street Mosborough and	This committee	



				Development, Local Ward Members and Statutory Consultees.	consultation letters delivered or emailed to affected properties inviting comment on the proposals.  The Sheffield Council website has plans of the proposals with ways to comment/object to proposals.		
<b>NEW:</b> Road Safety Action Plan	Present the draft Road Safety Action Plan for Sheffield City Council	Tracy Hendry	Decision	Knowledge briefing in Jan and Feb	Have Your Say Questionnaire on the South Yorkshire Safer Roads Strategy that the Action Plan is built from.	Council	

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"> <li>Decision</li> <li>Referral to decision-maker</li> <li>Pre-decision (policy development)</li> </ul>	(re: decisions) Prior member engagement/development required	(re: decisions) Public Participation/Engagement approach	Final decision-maker (& date) <ul style="list-style-type: none"> <li>This Cttee</li> <li>Another Cttee (eg S&amp;R)</li> <li>Full Council</li> </ul>	Internal Deadlines (i.e. funding deadlines, submission deadline etc)
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			<ul style="list-style-type: none"> <li>• <i>Post-decision (service performance/ monitoring)</i></li> </ul>	<i>(with reference to options in Appendix 1)</i>	<i>(with reference to toolkit in Appendix 2)</i>	<ul style="list-style-type: none"> <li>• Officer</li> </ul>	
Crookes Valley Rd/Harcourt Rd/Oxford St Local Safety Scheme.							
Barnsley Rd at Herries Rd/Owler Ln Local Safety Scheme.							
A625 Ecclesall Road Road Safety Project.							

## **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.**

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## Report to Policy Committee

**Author of Report:** Alan Seasman, Interim Head of Regeneration

**Email:** Alan.Seasman@sheffield.gov.uk

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**Report of:** *Kate Martin, Executive Director City Futures*

**Report to:** *Transport Regeneration and Climate Change*

**Date of Decision:** *14<sup>th</sup> February 2024*

**Subject:** *Regeneration Schemes Update*

Has an Equality Impact Assessment (EIA) been undertaken?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, what EIA reference number has it been given? ( )				
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: -				

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### **Purpose of Report:**

This report provides a summary of ongoing regeneration scheme projects.

### **Recommendations:**

**The Transport, Regeneration and Climate committee is recommended to:**

- a) Note the information contained in the report.

### **Background Papers:**

Lead Officer to complete: -							
1	<table border="1"> <tr> <td rowspan="4">I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.</td> <td>Finance: <i>Damian Watkinson</i></td> </tr> <tr> <td>Legal: <i>Rita Collins</i></td> </tr> <tr> <td>Equalities &amp; Consultation: Ed Sexton</td> </tr> <tr> <td>Climate: Alan Seasman</td> </tr> </table>	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: <i>Damian Watkinson</i>	Legal: <i>Rita Collins</i>	Equalities & Consultation: Ed Sexton	Climate: Alan Seasman	
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	Legal: <i>Rita Collins</i>						
	Equalities & Consultation: Ed Sexton						
	Climate: Alan Seasman						
<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>							
E	<table border="1"> <tr> <td><b>SLB member who approved submission:</b></td> <td><i>Kate Martin, Executive Director City Futures</i></td> </tr> </table>	<b>SLB member who approved submission:</b>	<i>Kate Martin, Executive Director City Futures</i>				
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<b>Lead Officer Name:</b> <i>Alan Seasman</i>	<b>Job Title:</b> <i>Interim Head of Regeneration</i>						
<b>Date:</b> 14 <sup>th</sup> February 2023							



## **1. PROPOSAL**

### **1.1 Background**

- 1.1.1 This report provides updates on regeneration programmes in Sheffield City Centre and also in the economic hubs of Attercliffe and Stocksbridge that are led by or have significant input from the City Regeneration Team. Gleadless Valley regeneration and Advance Manufacturing Investment District/Investment Zone are not covered in this update because they are led by Housing Growth or Economy and Skills colleagues as they require the specialist knowledge colleagues bring to those programmes.
- 1.1.2 Furthermore, the report does not cover “business as usual” type work which includes liaison on some private developments and investment and the major investments by both Universities that members of the team feed into.
- 1.1.3 This report also provides some strategic context from the City Centre Strategic Vision and provides summary updates of projects both in delivery and in development.
- 1.1.4 Activity relating to the Gateway to Sheffield LUF Programme and the Attercliffe Levelling Up Fund are mentioned briefly as detailed updates to both these projects was provided to Transport Regeneration and Climate Committee in November 2023.

### **1.2 Summary of The City Centre Strategic Vision**

- 1.2.1 The City Centre Vision sets out the Council’s plans to create a thriving, liveable and sustainable city centre. New homes and neighbourhoods will deliver housing-led growth, with supporting investment vital to creating places where people want to live.
- 1.2.2 Commercial developments like Heart of the City, West Bar and Castlegate will create space for high value jobs and transform the city centre offer. New places to shop, eat and drink, socialise, explore and relax will create vibrancy. The cultural offer will be transformed, bringing a quality of experience unique in the city region. Enhanced transport connectivity will ensure the opportunities created are accessible to people across South Yorkshire.
- 1.2.3 Consultation on the City Centre Strategic Vision took place between January and February 2022. The Vision has now been approved by the Council.
- 1.2.4 An essential component of the vision is repopulation of the city centre with new homes, amenities and workplaces. To deliver approximately 20,000 new homes we need to create new city centre neighbourhoods; attractive, safe places that will create the demand for new homes and

provide the infrastructure and facilities, such as schools, GP's and outdoor spaces to enable a diverse range of people to live in them.

- 1.2.5 Creating these permanent communities will mean the city centre is more vibrant, more viable and more sustainable. Encouraging more people to live here will ensure it is activated, populated and safe by day and night. This new population will help to sustain shops, restaurants, bars and a leisure offer, which can then be accessed by, and create jobs for, the wider city. As well as new homes, there will be areas of the city centre and neighbourhoods which have a different primary role, such as commercial, learning or retail. This is about creating opportunities for all of Sheffield's residents, no matter their background.

### **1.3 In Delivery**

- 1.3.1 Whilst the City Centre Strategic Vision was being prepared a number of schemes were either already in delivery or were successful in being funded and about to start. These include:

#### ***Heart of the City***

- 1.3.2 Heart of the City is a Council led mixed use development of over 1.5m square feet including new offices, homes, hotel, leisure, and retail development. The project is now entering its final phase with the buildings now moving to being let.
- 1.3.3 Already the home to HSBC, CMS and CUBO, new office occupiers include Henry Boot Construction at Issac House and DLA Piper at Elshaw House. Swedish fashion brands Monki and Weekday moved in to ground floor units in 2019 with Marmadukes cafe opening in early 2020, and recently followed by Danish homewares retailer Sostrene Green in July 2023. More recently leading Swedish fashion brand Fjällräven, and independent menswear retailer, Yards Store, are to open in Spring 2024 as will the more recently announced Cream Store on the ground floor of Burgess House. Further office and retail/Food & Beverage lettings are being negotiated and more announcements will follow this year.
- 1.3.4 In total, 44% of the floorspace is now let, with a further 8 % at Heads of Terms stage and moving to be let. In addition, the new hotel is under a management agreement and adds a further 14% of floor space to this total, meaning a total of 64% of the floorspace has an agreed future use.
- 1.3.5 On residential use, 52 new flats in Burgess House on Cross Burgess Street have been sold to owner-occupiers with the council not allowing sale to investors whilst Kangaroo works, a lot sold for private development has completed adding a further 365 high-quality rental apartments.

- 1.3.6 Pounds Park has been opened which provides a high-quality public park in the City Centre which also provides important public space for all City Centre users including the growing number of new residents.
- 1.3.7 The scheme's final phase will see the occupation of Bethel Chapel as a new music venue, and the former Henry's Wine Bar will become a new food hall and restaurant. At the same time Leah's Yard will open for independent business and maker space. The former Gaumont building is being prepared for Leisure and Cultural uses. The new 154 bed Radisson Blu hotel on Pinstone street is also due to be completed in 2024. Finally, the new bike hub is on schedule to be open by the end of Spring 2024.
- 1.3.8 Two final development plots on either side of Pounds Park remain to be taken to the market for either residential or office/commercial use.
- 1.3.9 Running parallel to this work, the Agreement for Lease to bring the Coles building back into use by Urban Splash are progressing. A full update on the proposed agreement for lease of the Former Coles Building was provided to Strategy and Resources Policy Committee on 23rd December 2023.

### ***Devonshire Quarter***

- 1.3.10 Currently on the market to be fully occupied by December 2024, 97 new homes in the converted Grade II listed Eyewitness and Ceylon Works and new build at "Brunswick", by Capital and Centric have completed.
- 1.3.11 In addition, an amended planning application was granted in February 2023 for the development of 410 residential apartments together with retail/commercial floorspace on the current "Bank Park" car park on Milton Street.
- 1.3.12 In August 2023 another planning permission was granted for the development of 60 new homes and 4 commercial units on the former Stokes Tiles Warehouse site for Coda.
- 1.3.13 Building on this work, the previously aborted construction site at Thomas St/Hodgson St is being remediated by the Council using an allocation of £0.254m from the Brownfield Land Release Fund, secured through One Public Estate. Once complete, this site and the adjacent Milton St car park site will be brought forward for residential development.
- 1.3.14 At the same time, the former Egerton Hall church site and Thomas St compound site are under discussions between developers and occupiers of other buildings to assemble a potential further residential development.

- 1.3.15 Capital and Centric have completed work on Eyewitness Works to create

***Future High Streets Fund (FHSF)***

- 1.3.16 Following wide ranging stakeholder engagement and public consultation throughout 2019 and 2020 a successful business case submission to Government for investment of £15.8m was secured.

- 1.3.17 The FHSF vision includes 3 key interventions:
- Investment in the public realm and infrastructure – new paving, lighting, seating and planting with underground infrastructure for events, and a communal underground bin system.
  - Event Central – acquisition of 20-26 Fargate and refurbishment as a ‘cultural hub’ with live performance venue. Act as demonstration in finding viable new uses for former primary retail premises.
  - Front Door Scheme – Working with private landowners with grant support to bring forward new uses for vacant or underused upper floorspace, improve shop fronts and public realm and to add public art interventions targeted at Chapel Walk

- 1.3.18 On **Public Realm/Infrastructure** - Following a report to TRC in Feb’23 the works have been phased and the Fargate works commenced. The design work on High Street and Castle Sq are currently being reviewed due to cost pressures.

- 1.3.19 **Event Central** – 20-26 Fargate was acquired by SCC in August ‘21. Planning permission granted in Oct ‘22. Programme of temporary events hosted up to March ‘23. Due to cost pressures and the construction constraint resulting from the adjacent public realm works, both the scheme design and delivery programme is being reviewed by the design team (with the preferred operator and contractor) with a view to a start on site in January 2025. The hub would then open in early 2026.

- 1.3.20 **Front Door Scheme** – A total of £4.1m of grant funding has been awarded under this intervention. 33-35 Fargate (Ratoon), Orchard Square outdoor space (new paving/surfacing, central canopies and shop canopies) and residential conversion of vacant upper floors, The Montgomery Theatre, Chapel Walk (Church Burgesses, Victoria Hall and investment in public art) and Renew Sheffield (funding start-up and small business set-up in vacant units on Fargate, Chapel Walk and Orchard Square. Round 2 to be launched in early 2024)

- 1.3.21 As well as the £15.8m, secured from the Future High Streets Fund, the scheme is supported by £5m of Council’s own funds, up to £11.9m from SYMCA Gainshare funds, and £0.9m from the Getting Building Fund. Th already approved Gainshare funding is being used for the works

underway on Fargate to support the funds secured from FHSF and Council in line with the approved Strategic Business Case.

- 1.3.22 Further SYMCA Gainshare funding to address cost increases across all 3 interventions is being pursued in addition to the £4.6m that was approved by SYMCA Board on 14<sup>th</sup> November 2023. The remaining SYMCA Gainshare funds for High Street/Castle Square public realm and Event Central are subject to FBC approval by SYMCA.
- 1.3.23 The funding expenditure deadline for the FHSF/Department for Levelling Up Housing and Communities (DHLUHC) funds was 31<sup>st</sup> March 2024. This has now been extended until 31<sup>st</sup> March 2026 due to SCC's selection as 'simplification pathfinder' local authority. Funding for Event Central is not at risk.

### ***West Bar Square***

- 1.4.1. The West Bar Square development is now on site and construction of two blocks of 368 new residential apartments is underway with an anticipated completion of December 2024.
- 1.4.2. The development is over seven acres of and over £300 million of investment that will provide almost 1m sq.ft. of new space in a vibrant mixed-use environment. When completed, in addition to offices, it will also contain retail, leisure, hotel and living space and transport hub.
- 1.4.3. The first of up to five new office buildings with the largest footplates available in Sheffield has also started and it is anticipated that "Office 1" will complete by the summer 2024. Marketing of Office 1 has now started and the building is attracting a lot of interest from potential tenants.
- 1.4.4. This has been the culmination of partnership working between the City Council, the developer Urbo, and Legal and General to assemble the site for development using Compulsory Purchase Powers, securing private funding and securing public funding to bridge viability gaps.
- 1.4.5. The development will provide much needed Grade A office space helping to attract major employers and creating quality employment opportunities. It will also provide homes in a high quality environment and provide quality public space that will help to knit Kelham into the city centre and connect into Grey to Green and the ongoing development at Castlegate
- 1.4.6. Legal and General support for phase 1 of the scheme is in the order of £160m. Support from Legal and General for phase 2 is likely to take this investment to over £300m. This investment has been supported with SYMCA Housing Brownfield Fund of £655k towards enabling

works including highways, and SYMCA £3m towards the costs of public realm/infrastructure works.

- 1.4.7. The project has also been supported by a £1.2m loan from the JESSICA Fund to reduce project risk and encourage progress with the development combined with Council support on a 40yr lease of Office 1. This was reported to SCC Cabinet on 17<sup>th</sup> March 2021 and terms approved by delegation on 14<sup>th</sup> April 2021

### ***Castlegate***

- 1.4.8. A detailed update on this project was provided to Transport, Regeneration and Climate Committee in November 2023. Since then, there have been further changes to the Castle Site elements of the project relating to the Market Tavern and Mudford Building. The Market Tavern was found to be a dangerous structure and the current tenants of the Mudford Building needed to be vacated whilst work to make the Market Tavern safe were pursued.
- 1.4.9. In the course of this work the Market Tavern was found to be structurally unsound and unfortunately demolition was required to remove the danger presented by the building. Measures have been taken for this work to be carried out whilst allowing the tenants of the Mudford Building to move back in.
- 1.4.10. To support the work on the Castlegate LUF and to bridge gaps in funding caused by cost price inflation an outline business case as part of the Gainshare programme for an additional £5m was submitted in January 2025.
- 1.4.11. Finally, although not part of the Levelling Up Fund Programme, and after recent Castlegate Area Board meetings, discussions on re-introducing the work on Conservation Area status for Castlegate have begun.

### ***Attercliffe LUF***

- 1.4.12. A detailed update on this project was provided to Transport, Regeneration and Climate Committee in November 2023. Since then, the additional update from that report is that in partnership with Homes England, consultants have been engaged to update the Attercliffe Area Action Plan and produce an updated Framework that reflects the work that is now underway in the area and support the future plans for Attercliffe.

### ***Sheffield Olympic Legacy Park***

- 1.4.13. Following the demolition of the Don Valley Stadium, a partnership, Legacy Park Limited was formed to oversee the redevelopment of the

site. Legacy Park Ltd is a partnership between: Sheffield City Council; Sheffield Teaching Hospitals NHS Foundation Trust; Sheffield Children's NHS Foundation Trust; Sheffield Hallam University; Sheffield City Trust; NHS South Yorkshire Integrated Care Board, and Health Innovation Yorkshire & Humber.

- 1.4.14. Redevelopment of the Sheffield Olympic Legacy Park is in accordance with a negotiated development agreement between the Council and Scarborough International Group as development partner and with the agreement of Legacy Park Limited.
- 1.4.15. A Masterplan for the wider site is being prepared for submission early in 2024 as the next step in securing agreement and funding for the next phases of development.
- 1.4.16. There have already been some notable and important developments including, a new Academy School, a University Technical College, Sheffield Hallam University's Advanced Well-being Research Centre, a new Community Stadium including start up office space, and most recently the Canon Medical Arena, including a Medical Diagnostic Centre operated by Living Care and construction of the new National Centre for Child Health Technology (NCCHT) is expected to start on site later this year.

### ***Attercliffe Waterside***

- 1.4.17. Originally working along other land-owners, three parcels of land were put together to select a single development partner to bring forward an important residential site on an important gateway site to Attercliffe.
- 1.4.18. A preferred development partner, CITU was selected by the three landholders and discussions to enter into a development agreement began.
- 1.4.19. To improve the pace of discussions on the development agreement and to simplify the project Sheffield City Council applied for and was successful in securing funding to acquire the land interests of the other land owners and brought the project into a single ownership.
- 1.4.20. The development agreement has been signed and a planning application for the first phase of circa 1000 new homes is due to be submitted in April by CITU. It is anticipated that a start on the development will take place in the Summer of 2024.
- 1.4.21. Phase 1 of the scheme has already attracted a grant of £4.1m to the Council from SYMCA's Brownfield Housing Fund, which was used to support the acquisition of the land and will assist with demolition and other abnormal costs. CITU have submitted a further bid to the same fund, for £4.080m and will assist with infrastructure costs, including the provision of a new active travel bridge across the canal.

### ***Parkwood Springs Levelling Up Fund***

- 1.4.22. In November 2023, the City Council was provisionally awarded up to **£19,389,336** for project Parkwood Springs as part of the third round of the Levelling Up Fund.
- 1.4.23. A validation process has been underway with Government since the announcement, and it is anticipated that the award from Government will be confirmed in March 2024. Funding will have to be spent by March 2026 and as much work as possible to progress the project is being carried out in anticipation of confirmation of the funding.
- 1.4.24. Similar Governance arrangement to other LUF projects have been put in place and the Local MP Gill Furniss has agreed to Chair the Parkwood LUF Board.
- 1.4.25. The project will deliver necessary infrastructure and enabling works to unlock the full potential of Parkwood Springs as a ‘country park in the city’ – a valuable amenity for Sheffield communities, with leisure facilities of international standard and significance. The project will remediate a derelict site, create critical transport connections, and directly address the market failures that have previously thwarted the site’s regeneration. Key benefits include the delivery of vital new green space for adjoining communities, encouragement of active travel, sport and outdoor activity, improved pride of place, and the creation of a major new cultural and leisure destination for Sheffield.
- 1.4.26. There has been a long-term aspiration to develop Parkwood Springs as a ‘country park in the city’ – a highly accessible ‘green lung’ north of the city centre, with a rich set of opportunities for people of all backgrounds, ages and abilities to enjoy the natural environment through both active and passive outdoor leisure. This is not just important for the obvious health, education, environmental and economic benefit, but is central to the larger ambition of cementing Sheffield’s reputation as the UK’s preeminent ‘Outdoor City’.
- 1.4.27. The project seeks to address these critical constraints to unlock a site with otherwise great potential to become a destination of national, if not international significance.
- 1.4.28. Subject to these targeted and necessary interventions, operators of the highest pedigree have already expressed interest in partnering with the City Council to deliver new pay-to-play sport and leisure facilities that will make Parkwood Springs a premier outdoor leisure destinations.

### **Stocksbridge Town Deal**



- 1.4.29. Stocksbridge Town Deal is governed by the Stocksbridge Town Deal Board. The City Council acts as the accountable body for the fund and officers in the City Council provide advice to the Board.
- 1.4.30. The Town Deal was first announced in 2019 as one of the 101 UK towns invited to bid for a share of the £3.6 bn Government fund. Stocksbridge Towns Fund was awarded £24.1m which was confirmed by the Government early in 2023.
- 1.4.31. In common with other regeneration projects construction and material costs have increased significantly and the Board has carried out a programme of prioritisation for each project within the bid. The focus is to secure key projects which are going to make the biggest difference and develop a high street that everyone from Stocksbridge can be proud of.
- 1.4.32. The largest investment is on Manchester Road in a new Library and Community Hub building – the working title for the new building is Stocksbridge 519, A planning application for the new building has been submitted and it is hoped that work could then start in late spring 2024.

## **1.5. Pipeline Projects**

- 1.6. In support of the City Centre Vision the Council is working with partners on several Masterplans to support the City Centre Strategic Vision In particular the masterplans support Sheffield's vision of providing approximately 20,000 new high-quality homes in the City Centre as set out in the draft Sheffield Plan.
- 1.7. The work on the City Centre Strategic Vision also included development of a number of Priority Neighbourhood Frameworks (PNF), that envision the creation of new distinctive, mixed-use neighbourhoods, underpinned by a masterplan approach to development.
- 1.8. Furnace Hill, Neepsend and Moorfoot are identified in the PNF as Priority Locations and Catalyst Sites - these sites are considered to have the greatest potential impact on the acceleration of housing led regeneration.
- 1.9. At the same time, the Station Campus has been identified as an equally important area for Masterplan development. Based on previous work on the Sheaf Valley Framework, the station area is key to bringing forward a mix of development in a sustainable location.

## **Furnace Hill and Neepsend**

- 1.9.1. The vision is to transform Furnace Hill & Neepsend into two distinct and vibrant, urban neighbourhoods, capitalising upon their historic and natural assets to create a varied townscape, with a network of new

public spaces and streets to improve legibility and connections between the city centre and Kelham Island.

- 1.9.2. Strong focus on :
- Connectivity
  - Placemaking and community building
  - Housing mix, tenure and typologies

### **Moorfoot**

- 1.9.3. The vision for Moorfoot is to create a distinctive and welcoming new central neighbourhood, offering compact contemporary living located at the heart of Sheffield. At the centre of a network of active travel routes, residents of Moorfoot will easily access both the City Centre, and the surrounding neighbourhoods to the south. A new public square will become the civic focus, both for residents' daily enjoyment, and for visitors attending outdoor events.

### **Station Campus**

- 1.9.4. Centred on Sheffield Railway Station, this Campus will create a new gateway to the city. Partners include Homes England, London & Continental Railways, Network Rail, South Yorkshire Combined Authority (SYMCA) and Sheffield City Council to redevelop this area.
- 1.9.5. The proposed mixed-use scheme will address long standing access issues and provide a new foot/cycle bridge to improve connectivity to and from nearby neighbourhoods and encourage active travel. It will deliver both new homes and commercial floorspace and help the city's ambitions of sustainable city centre living, and increasing high value jobs.

### **Connected Places**

- 1.9.6. The Connecting Sheffield programme, is developing transformational series of complementary connections to the above regeneration projects. Connecting Sheffield will provide high quality infrastructure and public realm to improve conditions for people walking, wheeling and cycling within the city centre and on key connections to the city centre. Certain routes will also see improvements to make public transport a more attractive choice with better environment and information at key bus stops, and other measures to ensure that delay to buses is minimised so they run on time and are reliable.
- 1.9.7. Improvements on Pinstone Street will be implemented to complement and improve the connection between The Moor and Fargate. Public realm improvements, including landscaping and Sustainable Urban Drainage will be introduced to echo the successful Grey to Green schemes. This will improve the setting of the new Radisson Blu hotel and the wider Heart of the City II development, making this space more attractive to spend time with opportunities for café seating, and future

events. An improved walking, wheeling and cycling route between Pinstone Street, Arundel Gate and Howard Street will connect the Steel Route to the city's Gold Route. Improved public realm, including new Bus Stop Hub, will soon be complete on Rockingham Street adjacent to Pounds Park.

1.9.8. The Connecting Sheffield programme will also provide high quality connections between:

- City Centre and Kelham Island via Tenter Street and West Bar – Complementing development in West Bar and extend the success of Grey to Green towards Kelham and Neepsend developments.
- City Centre and Darnal and Attercliffe – Connecting to the community in this area, the Olympic Legacy Park and future regeneration of Attercliffe and the Castlegate development area in the city centre.
- City Centre to Nether Edge – Connecting to the community in this area and providing high quality connections to the future Moorfoot development.
- City Centre to South West Corridors – providing improvements to public transport corridors, enhancing bus journey times and reliability.

1.9.9. Further work that builds on the above connections between City Centre regeneration programmes will be required to ensure that we are maximising the potential benefits of our investment in transforming the city and supporting future sustainable growth.

1.9.10. A new piece of work that builds on all the above activity is required to look both at the connections between City Centre regeneration programmes is required. In particular, this work will pick up the past work on the Gold Route, Steel Route and other past strategic links, look at the new spaces being created at Pounds Park, Castlegate and at Parkwood and refresh what might need to happen to ensure that place making and better cycling and walking routes are considered properly.

## **2 HOW DOES THIS DECISION CONTRIBUTE?**

2.1 The information in this report is for information and not decision.

## **3 HAS THERE BEEN ANY CONSULTATION**

3.1 Each of the projects listed has either been or will be subject to consultation at the appropriate time.

## **4 RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

4.1 Equality Implications

4.1.1 Equalities Impact Assessments will be provided in relation to reports on each scheme as appropriate.

4.1.2 It is likely that each proposal should have a positive impact on the future of the City including currently under-served communities by creating a stronger sense of place and community; increasing wider investment opportunities; improving the wider area and creating the conditions for greater job, retail and commercial opportunities to meet diverse community needs.

#### 4.2 Financial and Commercial Implications

4.2.1 As there is no decision attendant to the report there are no direct Financial or Commercial Implications. In respect of active projects any implications will have been given in previous specific reports and for those in development will be provided as part of the approvals process.

#### 4.3 Legal Implications

4.3.1 If any goods or services are required by the Council in support of these proposals or schemes these will, or have been, procured in compliance with the Council Standing Orders and the Public Contract Regulations 2015. Any grant funding will also be governed by underlying grant agreements.

#### 4.4 Climate Implications

4.4.1 Considerations of climate implications and an initial Climate Impact Assessment has been undertaken as appropriate for the progress update for the Levelling Up Fund bids and specifically in relation to the recommendations of this report.

4.4.2 The initial Climate Impact Assessment has determined that these projects should have an overall neutral/positive impact on the climate. The projects in general aim to improve the public realm in specific areas and the use of existing buildings; encourage active travel and minimise public transport use; and limit the demand of energy. All projects aim to benefit the Zero Carbon 2030 City Target.

4.4.3 Endorsing the recommendations stated in this report should help to improve a sustainable and inclusive economy.

#### 4.5 Other Implications

4.5.1 None

### **5 ALTERNATIVE OPTIONS CONSIDERED**

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

6 **REASONS FOR THE RECOMMENDATIONS**

a Note the information update on Regeneration Projects

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

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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:** *14th Feb 2024*

**Subject:** *Report objections to the Speed Limit Order for Fulwood 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 checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

### Purpose of Report:

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

To set out next steps following receipt of a petition and consultation responses.

**Recommendations:**

The Transport, Regeneration, and Climate Policy Committee is recommended to:

- a) Approve that the Fulwood 20mph Speed Limit Order be made, as advertised,
- b) Approve the introduction of a part time 20mph limit on Fulwood Road outside Nether Green School,
- c) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

**Background Papers:**

**Appendix A:** consultation letter

**Appendix B:** Proposed scheme boundary

**Appendix C:** Objections to the SLO

**Appendix D:** Support for the SLO

Lead Officer to complete:-	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damien Watkinson
	Legal: Richard Cannon
	Equalities & Consultation: <i>Anmarie Johnson</i>
	Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	<b>SLB member who approved submission:</b> <i>Kate Martin</i>
3	<b>Committee Chair consulted:</b> <i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.



<b>Lead Officer Name:</b> <i>Lisa Blakemore</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
<b>Date:</b> 09/01/2024	

## 1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 34 'sign only' 20mph areas have been completed as well as 12 child safety zones.

1.2 The Strategy was updated on 8<sup>th</sup> January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.

1.3 The Outline Business Case for the introduction of the Fulwood 20mph speed limits was approved at Transport Board in August 2023.

This report details the consultation response to the introduction of these 20mph speed limits in Fulwood, reports 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.

### **Programme for 23/24:**

Below are the schemes identified for the 23/24 financial year. Initial Business Cases were submitted in April and feasibility and speed surveys will be conducted in late Spring 2023

- **Brincliffe**
- **Earl Marshall**
- **Greenland**
- **Loxley**

- **Netherthorpe**
- **Bradway**

## **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.
- 2.2 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.
- 2.3 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 were put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.
- 3.1.1 There have been 3793 letters and A3 colour plans sent to each property within the proposed boundary. Several residents commented that the plans were difficult to read but the letter made it clear that the plan was just intended to show an overview of the boundary and anyone wanting to zoom in to specific details can find the digital copies on our website. We also sent out copies of the digital plan to people who requested it if they struggled to access the website as well as larger, paper plans to home addresses as well. The local members who had received plans

themselves were happy with the quality of them.

- 3.1.2 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.

### 3.2 **CONSULTATION RESPONSES**

- 3.2.1 There have been 409 responses to the consultation, 157 of these were formal objections to the scheme. These are presented in Appendix C of this report. The 252 responses of support for this scheme are detailed in Appendix D.
- 3.2.2 A petition has been received and presented to the Transport, Regeneration and Climate Committee in December. The petition asked for Crimicar Lane and Fulwood Road to be included in the scheme boundary.
- 3.2.3 All respondents have received an email acknowledging receipt of their comments on this consultation.
- 3.2.4 The majority of the objections (94 total) were against the "blanket" approach that is being adopted and said that the speed restrictions should be concentrated around schools. The introduction to this report describes Council's Policy on these schemes and our commitment to installing a 20mph speed limit on all suitable residential roads.
- 3.2.5 35 responses were concerned about the enforcement of the new speed limit. The police are the only ones that can enforce speed limits. 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. As stated above, the key to the success of these schemes is about driver behaviour and attitude and an acceptance that 20mph is an acceptable speed in residential areas.
- 3.2.6 25 responses mentioned the cost implications of the proposed scheme and suggested that there would be better ways of spending the money. This scheme is funded by the Road Safety Fund (RSF) which is central government funding that can only be used for schemes that meet

necessary criteria relating to Road Safety. Even if this scheme did not move forward, it is not necessarily the case that the funds saved can be used to fund other highway matters. The reasons that these schemes are a Council priority is described in the opening paragraphs to this report (paragraph 1).

3.2.7 24 responses asked about the air quality impact of the scheme. A study by the “imperial college, London” into the impact of 20mph speed limits suggested that they have no net negative impact on exhaust emissions. Results indicate clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more slowly, with fewer accelerations and decelerations, than in 30mph zones. Also The Department for Transport’s 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, sign only 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from the car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

3.2.8 13 responses said that the scheme would cause congestion and slow down traffic. Imperial College London's research into the impact of 20mph speed limits suggests they have no net negative impact on exhaust emissions. Results indicated clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones, reducing particulate emissions from tyre and brake wear. We have undertaken an Environmental Evaluation and are satisfied that the lowering of speeds will not have an adverse impact on the environment or air quality. The Environmental Evaluation recommendation was that no air quality modelling was therefore required.

Due to current average speeds, it is unlikely that the lowering of speed limits from 30mph to 20mph will change existing journey times during the day. During off-peak periods, including overnight, some people may experience a slight increase in journey times, however research into the impacts of 20mph by Steer Davies Gleave suggests that introducing 20mph speed limits has a negligible impact on journey times, given that overall journey times are largely dictated by junction delays and not vehicle speeds.

### 3.3 POST CONSULTATION SCHEME AMENDMENTS/ NEXT STEPS

- 3.3.1 Following the receipt of the petition and many other comments from residents asking for Crimimar Lane to be included, extra survey data was obtained, and we are now able to include this road in the proposed boundary. By including Crimicar Lane, it also now makes design sense to include some additional roads such as Moorcroft Drive/ Close and Moorside as well as another residential estate known as “Lodge Moor”.

The inclusion of these extra roads will require a new Speed Limit Order which was advertised and consulted on from 1<sup>st</sup> February 2024 and any objections and other responses to this will be presented at a future Committee meeting.,

The petition also asked that Fulwood Road be included in the scheme with measures specifically at Nether Green School. Fulwood Road is a “C class” road and is not suitable to be included in a “sign only” 20mph scheme as it doesn’t meet the criteria set out in the Council’s 20mph speed limit strategy. However, we are proposing to install a part time 20mph school speed limit outside Nether Green school as part of this scheme. This proposal does not require a Speed limit order and therefore does not require any formal consultation. However, our of courtesy, we will be sending a letter to affected frontages to inform them of the proposals.

### 3.4 OTHER CONSULTEES

- 3.4.1 No response has been received from South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.
- 3.4.2 Sustrans and Cycle Sheffield did not respond to the consultation.

## 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 Fulwood 20mph scheme was approved by the Transport Board in August 2023

The scheme will be funded by the Road Safety Fund

The estimated total capital cost of the scheme recommended by this report will be £121,707 and is as follows:

£9,255 and survey fees (including TRO costs, consultation costs)

£24,274 Amey design fees

Estimated construction cost £80,000

HMD fees £7,427

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £20,000.

## 4.3 Legal Implications

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

### 4.3.2 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.

### 4.3.3 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).

- 4.3.4 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.

#### 4.5 Other Implications

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

### **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 In light of the objections received, consideration was given to

recommending the retention of the existing speed limit in Fulwood (do nothing). However, such a recommendation would run contrary to the delivery of the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian and cyclist safety would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our city.

- 5.1.2** Another possible option is to reduce the scope of the scheme. This is not considered a suitable option as it is contrary to the Council's 20mph speed limit strategy that aims to install 20mph limits on all suitable residential roads.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.1.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in Fulwood be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 6.1.3 It is also recommended that a part time, advisory 20mph speed limit on Fulwood Road be approved for the same reasons as above





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

E-mail : [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk/roads-pavements/traffic-orders](http://www.sheffield.gov.uk/roads-pavements/traffic-orders)

Date: 2<sup>nd</sup> November 2023

### **Proposed 20mph Speed limit Area**

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in Fulwood. The attached plan shows where the proposed 20mph speed limit will be. The plan is intended to only show the boundary, not any detail of signing locations. If you struggle to read the plan, you can find it on our website, the link is at the top of this letter, alternatively please get in touch.

#### **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 all together
- People are more likely to feel safe when walking and cycling

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 early 2024, 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](mailto:20mphAreas@sheffield.gov.uk)**

#### **Or write to:**

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

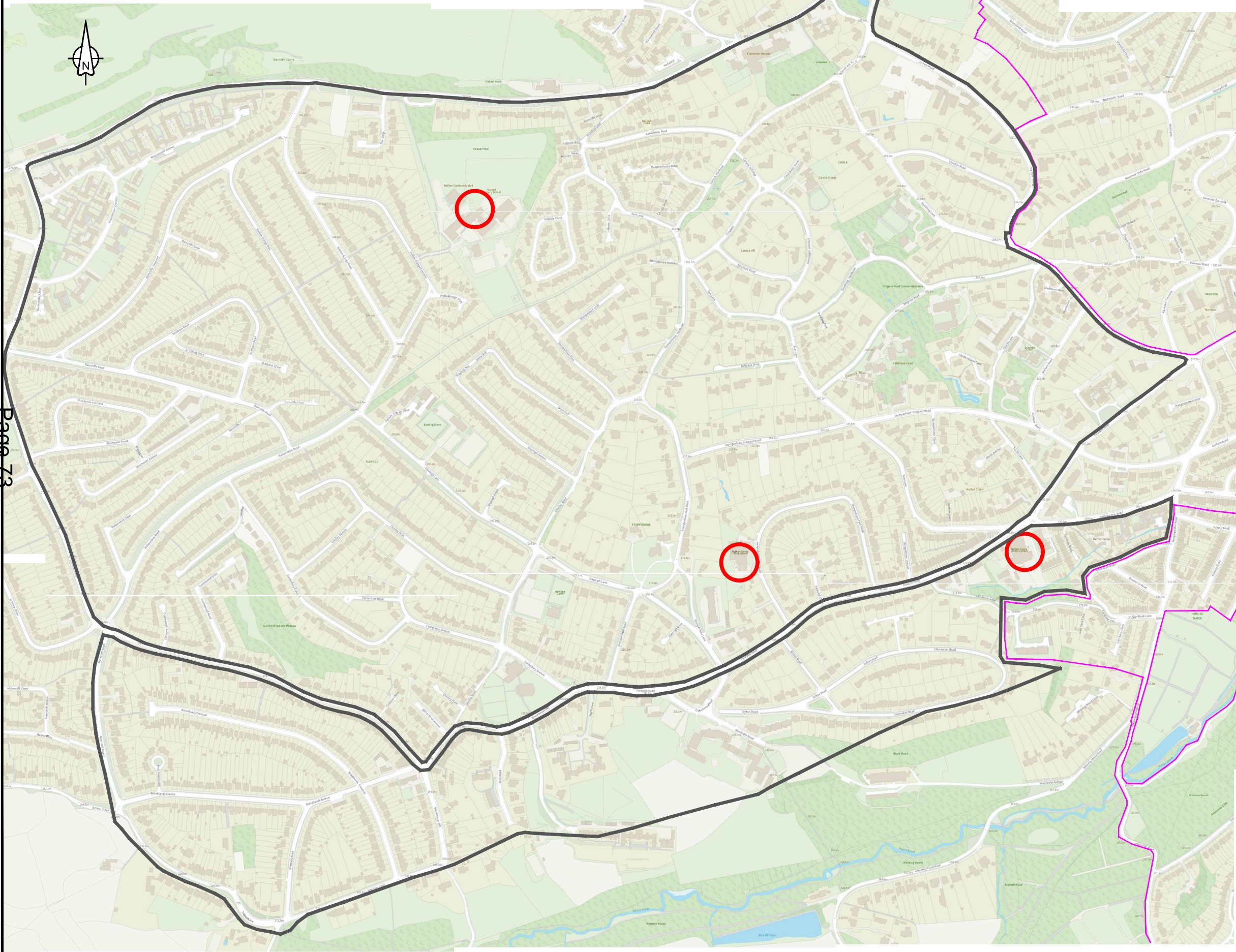
**Formal objections must be received by 28<sup>th</sup> November 2023**

Kind regards

Strategic Transport, Sustainability, and Infrastructure

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








Page 73

Notes :  
Do not scale from this drawing.  
Use printed dimensions only.

KEY

-  Extent of 20mph speed limit
-  Existing School
-  Existing of 20mph area

P03	Full extent of Carsick Hill Road has included in the TRO			11-4-2023
P02	Private areas and Sandygate Lane were asked to include in the TRO	EL	AC	31-3-2023
Rev	Revision details	Chkd	Appd	Date

Drawn: SMR	Preliminary	<input checked="" type="checkbox"/>
Design: SMR	For comment	<input type="checkbox"/>
Chkd: SMW	For tender	<input type="checkbox"/>
Appd: AC	For construction	<input type="checkbox"/>
Date: 03/01/2023	As constructed	<input type="checkbox"/>
	Other	<input type="checkbox"/>

Client




www.amey.co.uk

Project Name  
**Sheffield 20mph Speed Limit Strategy**

Drawing Title  
**Extent of Proposed Fulwood 20mph Speed Limit**

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

Drawing No TR-208013 197-TRO 001	Rev P03
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## Objections

1.	<p>My wife and I are writing to object to the proposed introduction of a blanket 20mph speed limit in our area (and all the other areas shown on the website).</p> <p>There has been no public vote on this and although you have contacted us as a form of consultation, I feel that we are facing a fait accompli as far as the introduction goes. Everyone I've spoken to in our area thinks it is a totally ridiculous proposal. We have already received a leaflet through our door from the Green party urging us to insist for the addition of Crimicar Lane and Fulwood Road "In the new 20mph area". It's their usual anti-motorist stance which has already killed the city centre and now they want to expand their campaign to the suburbs. To suggest that we drive at 20mph along Fulwood Road demonstrates that they must live in a parallel universe. The emissions created by a car driving in a lower gear at this speed will be higher than that produced at 30mph in an appropriate gear.</p> <p>"Lower speeds help make neighbourhoods safer".....the Fulwood/Lodge Moor/Ranmoor roads are already safe. My wife and I don't feel at all unsafe when walking around the areas now with the current limits.....you paint a picture of cars racing around Fulwood creating death and mayhem. The majority of road traffic accidents and collisions in our area have nothing to do with excess speed, more to do with human error, incompetence and undue care. Crashmap.co.uk shows various crashes in the area, mainly at road junctions with very few as a direct result of excess speed. The ones involving serious injury are generally due to alcohol, or hooligan driving. Neither of these types of driver are likely to have heeded a 20mph speed limit anyway.</p> <p>We have no problem with 20mph zones in the vicinity of schools....drivers should already drive with care and attention in high pedestrian density areas....and in my experience generally do.</p> <p>My wife and I have each got over 40 years driving experience and drive sensibly at a speed commensurate with road conditions. Sometimes in areas with lots of parked cars, high numbers of pedestrians 20mph may be too fast. We object to being treat like mindless hooligans who need to be directed by a blanket limit. In current times there are too many people who see danger everywhere and wish to impose their minority views on all of us.</p> <p>I have to drive to Darnall to my place of work and go out during the day to visit suppliers and customers (Green party take note....we can't all work from home....and no, I won't be using my bike). The effect on the UK's productivity, which is already very low, would be decimated if every council imposed these limits. We need a dynamic transport system to help the country grow and generate the tax revenues that pay for council departments to spend. Slowing everything down doesn't help those of us who create the wealth to succeed. We may as well live in caves and use horses and carts to get around. The council department roads budgets would be better used repairing potholes which pose a far greater risk due to vehicle damage and risk to cyclists than littering the areas with 20mph signs.</p>
----	---

	<p>Enforcement of these 20mph zones will no doubt become the responsibility of our already hard pressed police forces. The public resentment which would ensue would only reduce the respect for the police which is already at a low point. I will continue to drive at a speed which is commensurate with the circumstances and take my chance with the potential speeding ticket.</p>
2.	<p>In response to your letter dated 02/11/2023, I wish to add my views to SCC Strategic Transport Proposed 20mph Speed Limit in Fulwood.</p> <p>Whilst I support any moves to reduce the speed limit around schools in the area, I note that Nether Green Juniors is completely overlooked with Fulwood Road 'Out of the planned zoning' altogether. This is a bad oversight, particularly outside a very busy junior school with many hazards I can identify.</p> <ol style="list-style-type: none"> <li>1. Bus Alighting/Stop right outside the school gates.</li> <li>2. Buses coming from the opposite direction.</li> <li>3. Public House Car Park 'Traffic' Entering &amp; Exiting next door.</li> <li>4. Petrol Station traffic entering &amp; exiting both sides next to pub. There is busy footfall around here particularly @ peak times &amp; extremely busy traffic.</li> <li>5. Traffic turning left on Nethergreen road onto Fulwood Road</li> <li>6. Vehicles turning &amp; entering &amp; exiting Tom Lane onto &amp; Off Fulwood Road. &amp; yet there is no reduction in speed limit here?</li> </ol> <p>This is utter madness &amp; needs addressing to protect the children @ the school &amp; pedestrians &amp; other vehicle users.</p> <p>Slayleigh Lane. Top to bottom is currently 30mph with your plan to reduce to 20mph. This is not going to have any effect as vehicles come down from Hallam Grange Road doing 40 mph + down the road. To even remain @ a steady 20 mph on a descent, a driver would need to be breaking, Top to Bottom. Those drivers that stick to 30mph or under will continue to do so. Those that don't will also continue to do so.</p> <p>Questions</p> <p>Who is going to police 20 mph? Traffic Cameras? The Police? Will fines be issued? <u>Are you planning on erecting 20mph signs with NO enforcement?</u></p> <p><u>Check your speed flashing policeman showing your speed might be a good idea on this stretch as I think they are effective, in at least jogging drivers awareness to check their speed.</u></p> <p>I support the proposal specifically around school buildings, but I object to the 20mph reduction on Slayleigh Lane, for the reasons stated above. Fulwood Road, itself needs to be reduced to 20 mph around the schools.</p>
3.	<p>I am writing this email as an objection to Sheffield City Council's proposed 20mph speed restriction for the Fulwood area.</p> <p>The reasons for my objections are as follows:</p> <ol style="list-style-type: none"> <li>1. Your letter states that by reducing the speed limit down to 20mph will make our neighbourhood a safer place for all in particular children. As a resident who lives very close to Hallam Primary School, I have to point out that the majority of school children are dropped off and collected by their parents each day in vehicles, which causes congestion at the end of our road which is a cul-de-sac off</li> </ol>



	<p>a cul-de-sac. I therefore think that Sheffield City Council have got their facts totally wrong as children do not walk to and from school as I did, but are chauffeured by their parents. Therefore, if you wish to encourage children to walk to school perhaps it would be a more sensible approach to make it more difficult for parents to drop off and pick up their children in cars and persuade them to walk. This would reduce the number of vehicles in the area and ease congestion at the end of our roads. Therefore reducing the number of cars parked which causes the end of my road to be congested twice a day during term time. Reducing the speed limit to 20mph will not solve this problem. Neither will putting double yellow lines at the end of the roads as this will just make parents park further down our very small road.</p> <p>2. As a resident for nearly 11 1/2 years I would like to know how many serious accidents there has been involving pedestrians and vehicles during this time. I am not aware of any instances where a serious collision has taken place nor of anyone suffering serious injury.</p> <p>3. I have noted on the map you have provided that Fulwood Road and Crimicar Lane are not within the 20 mph zones, but will remain 30 mph. This obviously coincides with these roads being part of the bus routes for the 120 and 83a buses. You will also be aware that there are indeed schools and nursery's on these roads. If Sheffield City Council are making the case that 20mph speed zones are required to make 'neighbourhoods safer, more pleasant places for all, particularly children' why have these roads been omitted from the plan? If you drive along these roads you will see more people walking and cycling on these routes than any other roads in the S10 area including University students walking to lectures. So I would like to know why these busy roads have been left out of the plan? Or do Sheffield City Council not want these pedestrians to feel safe whilst walking or cycling?</p> <p>4. This appears to me that it's the councils way of trying to eradicate car usage in the S10 area. Fulwood is a very hilly area and anyone who has ever tried to walk and cycle these roads can only do so if you are very fit. If you drive around Fulwood during the day, you will be very lucky to see anyone walking or cycling or indeed in their cars. It is one of the quietest areas in Sheffield.</p> <p>Why has Sheffield City Council singled out S10 for this scheme? Does S17 or S11 not have schools and areas that people need to feel safe walking and cycling?</p> <p>5. The emissions that cars will expel will be greater at lower speeds as cars will not get out of 2nd gear especially when climbing the hills. This surely will cause more pollution for those people who want to walk and cycle especially children.</p> <p>I strongly object as this is an ill thought out plan which is full of contradictions.</p>
4.	<p>I write to object to this on the grounds of practicality and cost.</p> <p>Practicality I live on Brooklands Avenue which is a steep hill. Trying to get up this hill whilst driving at 20 mph is difficult. The situation is worse in winter when snow and ice are present as it is difficult enough then to drive up the hill. You do need to have a bit of a run at the hill up to 30 mph to successfully get up it.</p> <p>Other areas of Fulwood are hilly and will be similarly affected. It is very difficult to drive at 20 mph in a modern car and I say this with mine being just a 1 litre car.</p>

	<p>Your attention is drawn to the speedometer trying to get the speed down to 20mph and is therefore taken away from looking out for hazards such as children running into the road.</p> <p>Cost My understanding with a sign-only 20 mph area is that this is not legally enforceable. Why therefore waste the costs involved in putting up the signage when many councils are struggling financially and in risk of bankruptcy?</p> <p>The only sensible thing about the 20mph proposal was that the main roads (Fulwood Road and Crimicar Lane) were left with the 30mph limit. Limiting these down to 20mph would have impacted public as well as private transport. These are the main arteries for buses into and out of Fulwood. Crimicar Lane is a steep, winding road with lots of parked vehicles. The comments I sent earlier about driving at 20mph drawing your attention from the road to the speedometer would very much apply on this road increasing chances of hitting a stationary car or running over a child or animal that runs into the road from behind a parked vehicle. People's attention need to be kept firmly on the road in these circumstances.</p> <p>I have added this additional comment since I have in the last few days received a flyer from the Green Party asking people to request, in defiance of common sense, inclusion of these two roads into the 20mph speed limit proposal.</p>
5.	<p>I am writing to express my objection to the proposed 20mph Speed Limit Area in Fulwood.</p> <p>The main reason is, this area is already experiencing very heavy traffic, especially during the hours of school run, when parents rush to drop off their children at school and then continue to drive to work and get their workplace in time.</p> <p>The proposed 20mph Speed Limit Area in Fulwood will slow down the traffic during rush hours over the whole area and reduce the capacity of the roads, which will significantly increase the stress for parent drivers and cause more road accidents given the even higher stress level experienced by the drivers.</p>
6.	<p>Thank you for your letter proposing a 20mph speed limit in Fulwood. I do feel that the proposed new speed limit covers a larger area than required. A 20mph speed limit for school roads is a good idea, however I feel that such an extended area of 20mph that you are proposing is unnecessary. I'm not aware of frequent accidents in the area to support this significant change to surrounding roads. I would therefore like to object to your proposal and feel that the money needed to introduce this change would be better spent in repairing the many potholes on Sheffield's roads.</p>
7.	<p>I am a resident, parent and grandparent. I use Fulwood roads both as a driver and pedestrian. Any legislation should strike a reasonable balance if it is to have the support of users including those we seek to attract to our city whether residential or business. I find your proposals do not meet this criterion so object to them.</p> <p>My suggestion would be that you adopt flashing lights in the vicinity of the 3 schools as you have done on Ringinglow Road (when flashing the speed limit becomes 20mph). This enables traffic to move efficiently but alerts drivers to take care and reduce speed when children are arriving at or leaving school.</p>

8.	<p>Thank you for your letter proposing a 20mph speed limit in Fulwood. I do feel that the proposed new speed limit covers a larger area than required. A 20mph speed limit for school roads is a good idea, however I feel that such an extended area of 20mph that you are proposing is unnecessary. I'm not aware of frequent accidents in the area to support this significant change to surrounding roads. I would therefore like to object to your proposal and feel that the money needed to introduce this change would be better spent in repairing the many potholes on Sheffield's roads.</p>
9.	<p>I have some comments about the proposed 20mph zone in Fulwood, Sheffield.</p> <p>The scheme is clearly ill-thought out and not based on facts firstly because the Fulwood Greens tells me that most of the serious and fatal road accidents in the last 24 years have happened on Fulwood Road and not on the other roads in Fulwood that you propose to include in your 20mph scheme with no thought of Fulwood Road. This is not an excuse to just include Fulwood Road with all the current roads in the 20 mph plans, or even extend to other roads such as Crimicar Lane. Instead you should be focussing on actual issues that make a difference instead of a big headline scheme that delivers a lot more inconvenience than safety to local residents. Just because 20mph zones are the current trend, it does not mean they are automatically suitable for whole areas. Your proposal has not looked at each road in the area and given a reason for making that road 20mph. The roads in the area are so different that a 20mph zone is not suitable for all of them, but you have lumped them all together without proper thought. This is simply not right.</p> <p>Some roads in the area need proper improvement, such as Slayleigh Lane. Despite being a route to the schools and having two sports centres on it, the road does not have a footpath that goes all the way up one side of the road without interruption. If you want to walk on a path all the way up or down the road you have to cross over part way, potentially putting yourself in the path of traffic without a pedestrian crossing. The natural place to cross at the ends of the footpaths is where the road bends and visibility is obstructed by a white cottage next to the road. This situation is totally unnecessary because there is a lot of grass verge along the road so it would be easy to make a footpath that goes all the way up and down just one side. Additionally, the top and bottom of the road need proper crossings for pedestrians because it is a well used road and a well used walking route to and from the schools. A specific crossing would stop cars to allow pedestrians to safely cross, but a 20mph zone at the top of the road does not actually stop cars to allow pedestrians to cross safely. You have not included these obvious safety improvements in your plans, showing that you have not properly thought out the safety proposals you are making.</p> <p>Other roads in the area need no improvement, such as Hallamshire Road. It has footpaths along both sides with one side having a very large grass verge that keeps pedestrians well away from the road. It does not need to be limited to 20mph, as it is a better than average residential road, so the current nationally recognised residential 30mph limit is appropriate. You have not put forward any specific arguments why a road like this needs to have its speed limit reduced, showing again that you have not properly thought out the safety proposals you are making.</p>

Parking is the main problem near Hallam Primary School and this means the junctions for Hallam Grange Rise, Hallam Grange Road and Hallam Grange Crescent need parking restrictions. There may also be a case for a 20mph limit on those three roads only, as they are the ones predominately used for school parking and where the greatest concentration of pedestrians will be, but not any of the other roads in Fulwood as it gives little or no benefit for a few minutes twice a day (see above statistics for Fulwood Greens) at the expense of inconveniencing residents every hour of every day.

At least two other roads need additional work to make them safe, if you are serious about improving safety in the area rather than inconveniencing residents with a blanket approach that is clearly not relevant for the whole area. If you actually look at the whole area properly and objectively, you may find other specific areas that do actually need improvement.

One road is Barncliffe Road. The junction nearest Hallamshire Road may need a pedestrian crossing. Although it is a relatively safe route because it is a straight road with grassed areas next to the pavement, it can have a number of people crossing the bottom of Barncliffe road on the way to school. So a crossing may benefit pedestrians by making cars and buses actually give way to pedestrians, which would not automatically happen with the alternative 20mh zone proposal. However Barncliffe road as a whole is a through route and a bus route so it should be kept at 30mph to keep traffic moving and avoid inconveniencing drivers and people using the buses. Another way of improving safety on Barncliffe Road is to restrict parking half way along on the brow of the hill. Cars parked on one side of the road allow traffic to keep moving but where cars are parked on both sides of the road on the brow of the hill, cars have difficulty seeing what is coming and someone has to give way at short notice. This should be dealt with appropriate restrictions on that small part of the road only, and not an inappropriate restriction for the whole road.

Another area is the Redmires Road bus stop at the top of Hallam Grange Road which is used by school children as well as local residents. Cars turning out of Hallam Grange Road onto Redmires Road have their view obscured by buses at the bus stop as well as the brow of the hill. This is a dangerous situation but has not been considered in the safety proposal. MOVE the bus stop away from the junction. It is common sense and there are a lot of grassed verges further along the road that could be used for the bus stop instead. It is pointless claiming to make Fulwood safer, particularly near a school, and then leave a dangerous situation at the edge of the area just because it is at the edge of the area. The people going to the school use that junction as well as other roads near the school so they should all be made safe and not just the easy ones.

You have made a proposal for a blanket approach that is simply not appropriate. It was easy for you to make the blanket proposal as it is the least amount of work, and it will be easy for some people to agree to a blanket approach because they know some parts could be improved but are not aware that it is possible to just address the areas that need improving in a number of different ways because you have not identified specific areas that need improvement and given options and reasons why. This is unfair. Your written notification just gives the reason for the scheme as being

	<p>lower speeds make the area safer. This is an unfair assertion firstly because the nationally recognised safe speed limit in residential areas is 30mph and you have not given any specific reasons why this whole area should be treated differently.</p> <p>Secondly, the proposed improvements to footpaths, crossings and bus stop locations I have identified will do more to improve safety by keeping pedestrians safely on footpaths, stopping traffic completely when people cross roads, and improve visibility for traffic at junctions. They will give real results in safety both in practical terms and visual messages that this is a residential area with priorities for pedestrians, but you have not even thought about these. Your plans clearly need more work as a simple blanket approach without proper consideration and thought does not really help anyone. The people of Sheffield deserve better than that.</p> <p>So, please use common sense, previous accident statistics, specific information about the make up of individual roads, and the specific experiences of Fulwood residents to make Fulwood safer, rather than just one big mess that has come about due to a one size fits all idea that is not appropriate for the whole area.</p>
<p>10. 3x</p>	<p>I write to raise objections to the proposed 20mph speed limit area in Fulwood.</p> <p>There is no need for this reduced speed limits, it is simply part of Sheffield City Council's continued fight against cars and aim to make the residents of Sheffield's lives more difficult.</p> <p>You are trying to encourage people to use public transport, if that transport is even slower than it currently runs, this will only serve to discourage use of public transport.</p> <p>The proposed size of the area is entirely disproportionate to your aim. Reducing the speed limit to areas only surrounding schools is entirely understandable and I would support. But a wide spread 20mph zone is entirely unnecessary and unenforceable.</p> <p>You state you wish to encourage people to walk and cycle more. The main road in and out of lodge moor and Fulwood is Fulwood road, which rightly remains outside the proposed 20mph limit. Therefore, your plan will most likely have no impact. Furthermore, one of the main reasons cycling is a less frequent mode of transport for a lot of people is the fact Fulwood and Lodge Moor involve a significant amount of hills. A factor the Council seem to conveniently forget.</p> <p>You say the reason for this proposal is to make neighbourhoods safer but provide no evidence to support this rationale. Under the Freedom of Information Act please provide the following information:</p> <ol style="list-style-type: none"> <li>1. How many accidents within the proposed speed reduction zone which resulted in injuries have occurred within the last 12 months.</li> <li>2. How many reported collisions within the proposed speed reduction zone that have occurred within the last 12 months.</li> <li>3. Data showing people are not walking or cycling due to safety concerns within the proposed speed reduction zone.</li> <li>4. All data which the council uses to support the implementation of the 20mph speed reduction zone.</li> <li>5. Estimated cost of implementing the speed reduction zone.</li> </ol>

	<p>6. All internal emails, letters, memos and meeting notes in which this proposal was discussed and decided upon.</p> <p>I look forward to receiving the above information which I presume the council holds to support this proposal.</p> <p>Can I please ask that you hold in person meeting to discuss these proposals also. It would be useful for face to face meetings to discuss the proposals and understand your reasoning, which besides generic sweeping statements are lacking in your letter.</p>
11.	<p>I write to object to the 20 mph speed limit proposal for the Fulwood area. The proposal includes no supporting evidence of the problems that the reduced speed limit is intended to address.</p> <p>There is no indication of how its effectiveness will be measured. Small roads coupled with daytime parking means vehicles are already moving at reduced speeds naturally. Spending on signage to achieve what is already in place seems a poor use of scarce Council resources.</p>
12.	<p>With reference to your letter dated 2.11.2023, I write to oppose the suggestion of a 20mph limit throughout the Fulwood area.</p> <p>In the immediate vicinity of schools, I am in full support of a 20mph limit (though preferably only during school hours), but a blanket coverage of the entire area is completely over the top and unnecessary.</p> <p>I'm not sure what the statistics are for pedestrians or cyclists injured by vehicles in the proposed area are, but I haven't personally heard of any incidents in my time living here.</p> <p>The costs of implementing this new limit will not be small, I imagine, and I strongly feel that these funds could be better spent elsewhere in the city.</p>
13. X2	<p>I would like to express my opposition to the proposed blanket 20mph speed limit in Fulwood.</p> <p>While much in favour of this limit outside schools and hospitals, I do not think they are helpful or necessary throughout an entire neighbourhood. A recent study by the Department for Transport found no evidence of a significant drop in the number of crashes and casualties after the introduction of 20mph.</p> <p>As the Transport Secretary said, putting in place "blanket" 20mph speed limits means drivers are less likely to slow down on roads where there is a school or children are playing. He said widespread use of a 20mph limit "damages the ability" for the zones to have an impact on roads where a lower speed is required for safety reasons because drivers are "less likely to comply"</p>
14.	<p>We cannot support the new speed limit because it will only be effective if it is policed properly and the 20 mph limit enforced. We never see police around Fulwood so there is little likelihood that resources will be available to enforce the limit.</p>

15.	<p>I would like to strongly oppose any plans to impose a 20mph limit on Redmires Road or Sandygate Road. I think this is unnecessary and would lead to more congestion, frustration and accidents. I would be happy for a 30mph limit to be imposed on the stretch of Redmires Road north of Hallam School (currently 40mph).</p> <p>I would be happy for a 20mph limit to be imposed on side roads in and around schools, which is reasonable and should help safety.</p>
16.	<p>Thank you for sending me details of the council's proposed 20 mph zone in and around Fulwood. This e-mail is to register my objection to the proposal.</p> <p>First, I object to the lack of concern shown up to now by the Council for the views of local residents. I cannot recall seeing these substantial measures mentioned in candidates' manifestos in recent local elections. (It may be that the proposals have been discussed at a local area committee, but that is no substitute for proper democratic accountability.)</p> <p>The obvious solution for the present proposals would be to have a referendum in the area affected, as was done recently in Ilkley. (Ilkley residents voted against imposing a general 20 mph zone by a majority of about 3 to 1.) At least, having a referendum might provoke a proper discussion of the pros and cons of the idea.</p> <p>Basically, when speed limits were first introduced, it was considered that 30 mph was a reasonable maximum speed in a built-up area. Since then, of course, car brake technology has advanced greatly, so just maintaining the 30 mph limit means that roads are much safer than in earlier times.</p> <p>The present proposals are justified by the assertion, probably true, that there will be fewer accidents at lower speeds. No doubt there would be even fewer at 10 mph, or 5 mph. Clearly, a balance needs to be struck and to get that right requires careful thought, based on data. Unfortunately, no figures are given in the Council's letter for the number of accidents happening at present in the area covered by the proposed restriction zone (I suspect that it is quite low). Nor is there any consideration of less drastic ideas. For example, a 20 mph limit just near schools and around the starting and finishing times. (There is also the question of how to get motorists to concentrate on the road rather than their speedometers, otherwise a 20 mph limit could even lead to more accidents.)</p> <p>A referendum might force the Council to think again about whether this draconian restriction is worthwhile. I hope that they will think again anyway.</p>
17.	<p>I have received notification of the intention to reduce the speed limit in Fulwood to 20 mph.</p> <p>There is no justification for such a reduction and I refer you to the lack of evidence that this will bring any benefits to residents, pedestrians, schools or businesses in the area. According to South Yorkshire police data there have been no accidents of any note this year and only a handful of slight accidents (5) in the area you propose over the past 5 years. Zero fatalities. Zero serious injuries.</p> <p>This is simply a waste of public money and I object to money you are spending whilst increasing council tax and the way you are arbitrarily implementing this change.</p>

	<p>This will adversely impact on the length of time it takes commuters to go through the area, particularly those on buses and you have provided no evidence or justification for this change. If you want to make a real change, then reduce Hallamshire Road to 30mph that goes past the golf course and towards Lodge Moor - and save some money. Total waste of time and money.</p>
18.	<p>I/we object to the proposed 20 mph speed limit being introduced in the Fulwood area.</p> <p>The proposed 20 mph limit is totally unnecessary in this area.</p> <p>Traffic speed is already restricted in built up areas due to cars parking on both sides of the road and volume of traffic at busy times, and as far as we are aware the current 30 mph has not led to any accidents that could be avoided with a 20 mph limit,</p> <p>Cars are not designed to crawl around at such a low speed when it is not necessary - they use more fuel in lower gears and in effect this causes more wear and tear on car engines. Fulwood, along with a lot of areas of Sheffield, is very hilly. Residents especially the older generation and commuters need to get to their destination by car. Public transport is good for travel to the city centre but to get anywhere else a car is needed. Walking is not an option for many people due to the hilly nature of the area. Many journeys are impossibly long by bus and do not take you to where you have to go. We feel that this policy is an attack on car usage and an abuse of power.</p> <p>A better plan to make cycling safer would be to regularly check roads for pot holes.</p> <p>and clean the streets of debris and leaves that makes cycling more hazardous.</p> <p>Likewise pavements can be made safer in the same way. We agree with 20 mph limits near schools to safeguard children when it is their starting and leaving times. The council tax money could be better spent on road improvement projects.</p>
19.	<p>As a resident of the area, I am against the 20mph limit for the following reasons- I feel strongly that the area marked is far bigger than necessary, really a ' sledgehammer to crack a nut.' I feel it is unfair to impose such a limit over a large area on early morning and evening traffic when the limit is mostly to benefit the schools in the area. This is a valid consideration as Nether Green and Hallam schools are both on busy roads, but it is a very sweeping move to have the restriction apply at all times. Why can a limit not be enforced in the vicinity of the schools at morning and afternoon start and finish times, and not 24/7? A Clearway is in operation on many roads at busy times, but not all day/every day. This seems to be strictly observed as it is considered reasonable. A blanket limit is not reasonable.</p> <p>I hope these points will be taken into consideration.</p>
20.	<p><u>Proposed 20mph area Fulwood – Objection</u></p> <p>Thank you for the recent letter advising of a proposal to designate much of Fulwood to a 20 mph area.</p> <p>Please record my objection to the proposal on the following grounds:-</p> <p>Emissions will increase: While vehicle speed reduction will reduce emission generation, the reduction emission output from a 10mph reduction of a low speed will be small, whereas the increase in duration of journey will be 50%. Furthermore, congestion is likely to increase, so total amount of airborne pollutants if road use remains constant must go up, probably by about 40%.</p>



	<p>Emergency Service Access may be impeded: Congestion is a recognised consequence of 20mph zones. (see comments about Wales) and it is foreseeable that some emergency service journeys will be impeded if congestion increases. This could lead to loss of life. The absence of congestion mitigation measures in the proposal increases the likelihood that congestion will increase.</p> <p>Negative impact on small local business: Journey time is a significant factor in shopping decisions. Reducing road speed from 30mph to 20mph increases all journey times in the zone by 50% even where no congestion follows. It is foreseeable that small businesses in the area, particularly local shops, will be adversely affected. The loss of local shops of course would be inconvenient for non-drivers, and require residents to travel out of area more often, the opposite of a desired decrease in road use.</p> <p>Negative impact on our culture of freedom and respect for law: Long established principles of allowing UK residents to choose their lifestyle, combined with an expectation that where laws are made, those restrictions to freedom are absolutely necessary, are increasing eroded by prescriptive rules, sometimes championed by disproportionately small sections of society. The need for 20mph zones is controversial, but will have significant impact on residents and users of Fulwood. There will be people who disregard the 20mph limit, eroding respect for law generally. (for an extreme example, the consequences of US prohibition are well documented) Furthermore, for freedoms in society to be robust, it needs to be clear that restrictions are only in place when the need is over-riding, which is not established with 20mph zones.</p> <p>Reduction in accident rates is not guaranteed: I write as a qualified H&amp;S practitioner, and am keen to support road safety measures. I recognise the wealth of data that indicates within 20mph zones there can be measurable reductions in accident frequency. There are also areas where there has been no measurable change recorded, and in some cases the reduction has been attributed to big changes in traffic volume – in other words all the risk went somewhere else, which is not the same as overall accident reduction. I have not yet seen a robust rationale for such accident rate reduction in Fulwood as a consequence of implementing a new zone. For example, the few serious accidents in our area that I am aware of were all associated with grossly excessive speed, the perpetrators were not observing the limits already in place. The new zone would have no impact on those cases.</p> <p>In conclusion, my view is that the proposed zone would definitely increase emissions and significantly inconvenience residents and users. It may also cause reductions in economic activity and contribute to erosion of respect for law. In return there is a hoped-for (but not explained) reduction in accident rates.</p> <p>All right-thinking people want to prevent injury and loss of life, but in a free and risky world we also must accept that effective society agrees to tolerate known general risks, and to accept the consequences when the worst happens. (for example, bees stings can be fatal to some 5 people per year, 9 child deaths related to peanuts,(UK data) but we have no initiatives to eradicate bees or ban peanuts) This principle of balance needs to be upheld at local and national government level.</p>
21.	<p>In theory and in the context of public safety, a twenty mile an hour speed limit does make complete sense for certain areas, but taking into consideration human frustration and nature which no law or regulation will change and in practice and</p>

	<p>in reality, a speed limit of twenty mile an hour, again in theory, could undoubtedly cause more unnecessary accidents (quite wrongly!) by overtaking frustrated drivers.</p> <p>For the purpose of this speed restriction proposal I have driven at twenty miles per hour myself and I must say at this speed, it does feel to be at a crawling pace and again to repeat, taking into account human nature, I very much doubt it will be adhered to.</p>
22.	<p>Thanks for sending through the plans for the proposed 20mph zone in Fulwood. I believe that it is unnecessary however, and that there are more important road safety issues in the area.</p> <p>As someone who has lived in the area for a decade, and who regularly walks into the city centre for work, I have never felt unsafe while walking on the pavement. I do feel unsafe on my journey in many other ways however, which are not addressed by the proposed speed limit zone (see below). Given that there are no accompanying proposals to enforce the new speed limit, such as through fixed cameras or average speed zones, then it will most likely be widely ignored as seen in other areas and as a result be a waste of valuable taxpayer money.</p> <p>Likewise, as parents who walk their child to and from Nether Green Infants School each day, we have never felt it unsafe for the children. I am aware that the school is organising a pressure group to have the speed limit extended to Fulwood Road, but this in no way represents the views of all parents. The biggest problem with regards to child safety is parents badly parking vehicles on Stumperlowe Park Road and Fulwood Road, but this has nothing to do with speed. Cyclists speeding and failing to stop at the pelican crossing are also a regular hazard. There may be a case for a time limited 20 mph zone between Nethergreen Infants School and Nethergreen Junior School during morning drop-off and afternoon collection, but there is no need to lower the speed limit during the other 23 hours of the day.</p> <p>Higher priority road safety issues in the area include:</p> <ul style="list-style-type: none"> <li>- The double parking along Nethergreen Road, Oakbrook Road, and Rustlings Road makes it difficult and dangerous to drive or cycle along, hinders the good progress of the busses, and is especially dangerous for pedestrians (especially children) to cross as vehicles are often travelling on the wrong side of the road. One side of these roads should be given double yellow lines.</li> <li>- The traffic calming islands on Endcliffe Vale Road actually pitch cars and cyclists headlong against each other and I have seen many near misses. This road is frankly dangerous during rush hour and, ironically, would benefit from an enforced 20 mph zone and zebra crossing points.</li> <li>- The junction of Hangingwater Road, Gladstone Road and Fulwood Road is dangerous to cross for pedestrians given that there is no gap between one set of lights turning red and the other turning green, alongside very regular jumping of the lights by cars and cyclists. I have almost been hit here on several occasions, and a pelican crossing is well overdue. Given that this is a key route to and from the schools in the area it is shocking that a crossing has not been installed already.</li> <li>- The junction of Hangingwater Road and Fulwood Road is too wide. Many drivers turning left onto Fulwood Road do not seem to want to stop at the junction, and so simply accelerate out of the junction ahead of oncoming traffic. Given that this is adjacent to school, such behaviour is dangerous. Narrowing the</li> </ul>

	<p>junction so that it is a regular turn, forcing cars to stop, would be a simple remedy.</p>
23.	<p>I bought my current home in Fulwood some 30 years ago, so I know intimately the area to which you are referring.</p> <p>I have never been one to resort to objecting about things (this is in fact my debut) but your proposal for Fulwood is, for both me and my wife, effectively the 'straw that broke the camel's back'. It is the latest in what has sadly developed into a litany of poorly thought through, politically motivated, counterproductive and counterintuitive decisions your grandiosely titled department has made in recent times. The fact that your proposal would affect me personally on a daily basis merely adds piquancy.</p> <p>My attitude to matters such as this is to follow the true meaning of the precautionary principle viz innovations/changes with the potential to cause harm should not be introduced unless compelling, empirical evidence exists to demonstrate very clear net benefits of the change.</p> <p>Your proposal not only fails to do this, it barely even makes an attempt to do so save for a very few generic, weasel words. Is the area a dangerous one...what are the statistics for accidents, fatalities etc and how are these trending? This is just one of many questions that should be asked and answered but your proposal is silent and gives the clear impression that there has been no proper analysis or evidence based analysis. If you contest this view I look forward to hearing from you.</p> <p>Such an analysis should also include the potential harms and downsides of introducing a blanket 20mph limit across the whole area, rather than just (say) around schools, which are very few in number and around which I believe the risks are already well contained. Studies indicate that additional traffic congestion, increased emissions, environmental downsides, increased journey times leading to frustration and poorer driving standards are just some of the harms...with concomitant psychological and mental health impacts. These should be included in the analysis and factored into the assessment.</p> <p>Instead, what we clearly have here is a politically driven decision which seeks to impose your own particular (ideological rather than evidence based) view of the world on the citizens you purport to represent. I find this approach offensive...it is overreach and not what you should be doing.</p> <p>For the above reasons (which are not exhaustive), please treat this email as a strong OBJECTION to your proposal. I can but hope that you will be more respectful of your citizens' contrary views on this occasion than you have been in the recent past, where your approach seems to fly in the face of the fact that you are part of the City Growth department.</p>
24.	<p>I am writing to bring up some concerns over the new plans for the 20mph areas in Fulwood. I think the idea of reducing speeds and risk is strong, and I am supportive, but, looking at the plans, it seems there is a misnomer about both the risk areas and, therefore, the remedy. I have lived in Fulwood for over a decade, walk my dog at different times of the day and have a decent appreciation of the roads cars' speed and where they do not in the area. I also have researched where injuries and fatalities from RTAs have taken place. The issues I have with the scheme are:</p>

	<ul style="list-style-type: none"> <li>• Cars are rarely travelling fast within the new 20mph zone except on some bits of Slayleigh Lane. Usually, this is during quiet times for pedestrians.</li> <li>• Cars are regularly speeding well in excess of 30mph on Fulwood Road (that is during quiet and bust pedestrian times)</li> <li>• The serious/fatal road traffic accidents have almost all been on Fulwood Road in the last 25 years</li> <li>• You underestimate the schools aspect in your analysis, since, while you mark-up three schools with two requiring travel via Fulwood road on your map, there are a further three schools (Notre Damme, High Storrs, and King Edwards) that school children use Fulwood road to get to.</li> </ul> <p>Given this, I can't support the current proposal. It would be far cheaper and more effective to introduce measures to drop the speed of traffic on Fulwood Road on its own than to introduce the new scheme and not include Fulwood Road. The new scheme is not materially reducing risk within the area, and just adds implementation costs and (ugly) signage to areas they are not needed.</p> <p>The only way I could support the scheme is if there were also measures including Fulwood Road, such as extending the new 20mph zone to include it, or implementing measures to force a reduction in traffic speeds.</p>
25.	<p>Dear Madam/Sir, I am writing to express my objections to the proposed 20 mph limitation in Fulwood. Equally, I object changing the speed limit to 20 mph along the Fulwood Road and Crimicar Lane.</p> <p>I see this as a pointless change as in this area usually often you can drive with this speed or even less.</p> <p>Instead, I would like to encourage the Council to concentrate on really important aspects that can make our life better:</p> <ul style="list-style-type: none"> <li>- make the bus 120 (FirstBus) more reliable. Currently this service might be possibly the most unreliable service in Sheffield. More reliable bus services would reduce the number of cars on the roads. How is it possible that the Stagecoach buses are always in time? Stagecoach uses hybrid buses that are 1-2 years old, while First is using 12-15 years old buses. Buses are scheduled to arrive every 15 minutes, instead we have to often wait 45 minutes for a bus. This service is completely useless.</li> <li>- resurface the roads in Fulwood, currently the roads are covered with enormous potholes.</li> <li>- increase the green areas</li> </ul>
26.	<p>I Think first step should be to make sure drivers are restricted to 30mph as currently lot of drivers go well above 30 mph</p>
27.	<p>I'm responding to your letter dated 2<sup>nd</sup> November 2023, inviting my feedback about introducing a new 20mph zone in the Fulwood area. Thank you for the opportunity to respond.</p> <p>With my University education not even needed here, and instead just applying common sense, I think it is impossible to understand the true justification of the proposal.</p> <p>What analysis has shown it necessary to slow the traffic down in this entire neighbourhood to 20mph? In the past three years, have there been any significant traffic-related accidents or deaths in this zone? We certainly don't hear about such things around the Crimicar Lane area, so I am very much of the opinion there isn't a proper metric being collected and being used to scientifically derive a proposal that makes sense - it just looks like a brainfart of an idea that</p>

	<p>renders hypothetical advantages we are supposed to buy into, and a good story for the next political newsletter.</p> <p>As it stands, I suspect this proposal is likely raised from the desire of Amey to generate revenue from weak justifications of general improvement to reduce RTA's. I note their map just shows three schools in the area and ignores other sources of RTA risk which I will now disclose.</p> <p>Just "thinking aloud" some points:</p> <ul style="list-style-type: none"> <li>- Already there are speed restrictions of 20mph around schools and rightly so, but why treat differently the roads in the vicinity of private creches and care homes for the elderly? They should have been marked on the map!</li> <li>- It is all very well to put up signs that impose new speed limits, but unless you enforce the penalties, they are ignored and ineffective.</li> <li>- Making an exception of Crimicar lane (30mph) is likely to make drivers prefer that "high speed" route!</li> <li>- We give respect to cyclists more than ever today and I suspect 20mph limits are desired for their benefit. However, I'm puzzled why cyclists don't have to comply with the regulations enforced upon motor vehicle drivers, i.e. cyclists aren't required to permanently display their identification, they aren't required to have insurance, and aren't required to pass any mandatory test of road-user worthiness. IMHO, cyclists generally choose a "vehicle" which makes themselves vulnerable on the road, yet nobody wants to intentionally injure them; We seem to go to great lengths to accommodate them safely on our road networks, to the detriment of everyone else.</li> <li>- I think e-scooters and e-bikes are an increasing real problem for much the same reasons I outline about cyclists, with the additional problem their riders can speed dangerously and interchangeably between road and pavement. The lithium batteries pose great fire risks too. Surely, there is some legislation work to be done to reduce a real risk of injury and to me, this is a more worthy campaign of today!</li> </ul> <p>I digress, so back to the 20mph issue in the Fulwood area...</p> <p>Sure, there are drivers that intentionally speed in this area - I have friends at Roper Lane farm who regularly experience cars crashing through their drystone walls. See attached pictures of their most recent experiences. One of my elderly neighbours lost their life at Crosspool by a mid-aged driver failing to see the 30mph limit and her walking out onto the zebra crossing. Truly shocking, several years ago.</p> <p>I think there is a genuine problem of speeding along a well known loop that the boy racers like to take via Sandygate lane, Redmires road, Soughley lane, Brown hills lane, Roper lane, Fulwood Head road, Fulwood lane, and Ringinglow road.</p> <p>This is easily fixed by installing speed humps or cameras in the appropriate locations - I would suggest looking into this if you want to reduce RTA's effectively in the Fulwood/Lodgemoor area.</p>
28.	<p>I was very disappointed when I saw your communication regarding the proposed new 20mph speed limit in the Fulwood area. I have already cancelled planned</p>

	<p>trips to North Wales because of its recent imposition of similar speed limits, and was horrified when I heard that you are considering the same for the Fulwood area.</p> <p>I am a very careful driver and never had any driving penalties for speeding or anything else. I must admit though that I find it very difficult staying below 20mph in areas of Sheffield where that limit applies. I find that I spend a lot of time watching my speedometer, along with watching the road surface to avoid potholes, and consequently can't be giving as much attention as I would otherwise be doing to whatever else is happening on the road and pavements around me. If I stop watching my speedometer for a while, when I then look back my speed has often crept up to 23 or 24 mph and I have to slow down again. I would hate to get a speeding penalty, having never had one in 47 years of driving!</p> <p>When I was brought up in the 60s and 70s we were taught that road and traffic was dangerous, and to be careful and respect it, a lesson which has served me well all my life. Hopefully this lesson is still taught to children. I would worry though that too many 20mph areas could lead to a false sense of security and less urgency regarding safety when walking or playing near roads.</p> <p>Another issue is that, at 20mph or less, cars will never get out of 2<sup>nd</sup> or 3<sup>rd</sup> gear so their engines will do more revolutions per mile resulting in more pollution, damaging the local environment as well as long term damage to the planet.</p> <p>Please do not introduce the proposed 20mph limit in the Fulwood area.</p>
29.	<p>I am emailing to register my objection to the proposed introduction of a 20 mph speed limit in Fulwood.</p> <p>The grounds for objection are:</p> <ol style="list-style-type: none"> <li>1) Most people in Fulwood drive their children to school judging from the congestion around Hallam Primary School, particularly at the top of Stumperlowe View so it will make little difference to making the area a more pleasant place especially for children.</li> <li>2) Hardly anyone cycles in Fulwood and when they do the roads are usually quiet and I have never witnessed any incident involving a cyclist in the Fulwood area.</li> <li>3) Lower speeds will increase emissions from cars thereby decreasing the air quality in the area and raising respiratory disease in children.</li> <li>4) I cannot remember the last time witnessing a road traffic collision in the Fulwood area.</li> </ol> <p>This is a total waste of limited council resources.</p> <p>However, if the Council is to proceed with this unnecessary policy then I hope to see it extended to cover all roads in the Fulwood area to include the bus routes on Fulwood Road and Crimicar Lane. These are the most congested roads and it does not make sense to exclude them.</p>
30.	<p>I am writing to object to the proposal to impose a 20mph speed limit in Fulwood as set out in your letter dated 2 November 2023.</p>

	<p>Whilst it is widely accepted that injuries sustained from an accident being less severe if the speed of the travelling car is slower, I am unsure as to what evidence exists for some collisions being avoided altogether and on what evidential basis the council has for asserting that people will feel safer with slower speed limits.</p> <p>Has the council investigated alternative means of satisfying the three objectives listed such as adding pedestrian crossings to sites where multiple collisions have taken place? Have other solutions indeed been considered at all? Have the reasons for previous collisions in Fulwood been investigated and considered when making these proposals? How many of these collisions would have been avoided say for example one or both parties had not been distracted by mobile phones?</p> <p>It is disappointing that SCC has taken the stance of banning things as a way to alter motorists behaviour instead of taking the more positive approach to educate all road users and pedestrians about using the roads more safely. As a teacher of primary school aged children, it would seem to me that the limited resources available to SCC would be better spent on employing road safety personnel to go into schools and educate children and young people as pedestrians, cyclists and future motorists on the importance of road safety which would incorporate far more than just driving more slowly.</p> <p>I notice from the proposal that SCC has chosen not to disclose the cost to the taxpayer of enforcing the proposed 20mph speed limit area or consulted residents in what they would feel would help to make roads safer for the benefit of all road users. Indeed nowhere in your proposal do you refer to who or what has prompted this particular course of action over and above others. Please could you clarify what research has actually been undertaken to come to this as a way forward? There is also no mention in your proposal about how or whether the speed limit will be enforced which may well render the initiative costly and wholly ineffective.</p> <p>I wholeheartedly applaud the SCC's desire to improve road safety. It is just very difficult to understand from the proposal how or whether this will actually be achieved.</p>
31.	I would like to register my objection to the proposal. It is an unnecessary use of government money
32.	This is to formally object to the above proposal as set out in your letter of 2 November from Tom Finnegan-Smith. I trust this is all that is required at this stage but please let us know if you require any additional information.
33.	<p>I am in possession of your plan for the extent of the proposed 20mph speed limit and accompanying letter.</p> <p>In my view, the proposed extent of the speed limit is broader than necessary to achieve the desired result, and therefore I'd like to object and request that more targeted proposals are produced. I do not disagree with the aims of the scheme but my view is that the scheme goes farther than justified as proposed. I make the following representations:</p> <p><u><i>Nature of the area under the proposal</i></u>  Fulwood has a crime and antisocial behaviour rate significantly below the average for Sheffield, a higher education level than the national average. The</p>

indices of multiple deprivation (IMD, 2019) reports that Fulwood is in the least deprived decile in the country.

Likely as a result of the nature of the area, there is practically no antisocial driving and roads are safe. Your letter did not give any data on injuries or collisions within the proposed area, but I would expect these to be much lower than the Sheffield average. This data ought to have been supplied as it has significant bearing on whether the scheme is likely to achieve its aims.

Drivers in the Fulwood area, given its undeprived nature, are very likely to drive having regard for road conditions, the presence of children and pedestrians crossing the road. In my view, it would make sense to trust drivers to travel safely and select their own speed, within the existing limits. In some cases, safe speeds are below 20mph, but in others, they will be above and a blanket approach does not allow driver judgement.

Cycling is not common in Fulwood, likely as a result of the hilly topology, and, in my view, is not a relevant consideration for this proposal.

#### Main roads in the area

The area encloses Hallamshire Road, Barncliffe Road, Slayleigh Lane and Hallam Grange Road. These are the main arteries for traffic, including service bus traffic. They are wide roads and, in the case of Slayleigh lane and Hallamshire Road, there are segregated pedestrian footpaths for most of the length. They are also well-distant from schools and play areas. In these senses, they have similar characteristics to Fulwood Road and Crimicar Lane, which are excluded from the plan: they are roads where motor traffic is dominant and risk to pedestrians is minimal.

If Hallamshire Road, Barncliffe Road, Slayleigh Lane and Hallam Grange Road were excluded from the 20mph zone, there would be less disruption to motor vehicle travel with minimal effect on the scheme's aims. If that had been the proposal, I would be unlikely to have submitted an objection.

#### Alternatives to broad 20mph speed limits

There are alternatives to the 20mph limits proposed. The importance of protecting children from accidents is highlighted in the proposal, and is a laudable and important aim. I note that three schools exist in the proposed area.

An alternative to a large 20mph extent would be to limit the 20mph zone to the region around these schools, particularly the streets where children are likely to be moving in groups. Children in groups are less likely to be attentive to road conditions as a result of distractions from peers and excitement for school and home. If these areas were accompanied by flashing warning lights for drivers at, for example, 8.30-9 and 3.15-3.45, the effect on road safety might well be more pronounced than from the proposed scheme, without the need to affect driving in a wide area.

#### Summary

My points above may be summarised as follows

1. Please provide and consider data on traffic collisions in the proposal area compared to the Sheffield average, as this has significant bearing on whether the scheme will achieve its aims



	<p>2. Consider excluding Hallamshire Road, Barncliffe Road, Slayleigh Lane and Hallam Grange Road as these are arterial routes with low pedestrian risk</p> <p>3. Consider, as an alternative, limiting 20mph regions to school pedestrian routes and installing blinking lights to cover times for high pedestrian traffic (e.g. the start and end of the school day)</p>
34.	<p>I would like to make comments about both the process and the proposal.</p> <p><b>PROCESS</b></p> <p>I believe that in any consultation the process should be inclusive, fair and transparent. I do not believe this to be the case in this process for the following reasons:</p> <p>1) The letter advising of the consultation arrived addressed to the Homeowner. It was in a plain white envelope and gave no indication of the sender. It looked very like, and to all intent and purpose presented as, a piece of junk mail. Therefore when I opened it I was very surprised to find something of this importance enclosed.</p> <p>If the City Council genuinely wish to consult the public and hear their views they should do so in an open and transparent manner. This felt like a process which the City Council want to implement with as little consultation as possible as it is likely that many people will have disposed of this letter without opening it not realising the importance of its content.</p> <p>2) The letter made reference to and included a plan. The plan showed a boundary which could have been of anywhere. The quality and size of font of the plan was so small that it was impossible for anyone without a magnifying glass to work out where even the boundary was, let alone which roads within the boundary that would be affected. Again, this shows a complete lack of transparency in this process.</p> <p>The letter did say that 'if you struggle to read the plan, you can find it on our website' I duly went to the website but again found navigating it very difficult (and I am used to using IT systems) and failed to find any plan let alone one I could read and therefore study. I emailed the City Council and asked for the link which was provided to me. Only to find the same plan which was no more readable than the paper one.</p> <p>Eventually after some more searching I found a narrative document which listed all the roads covered by the proposal. It feels that if the City Council honestly wanted the views of those who will be affected by this scheme, then they should have included this with the initial consultation letter.</p> <p>As you will gather I feel that this consultation is flawed and has not been inclusive, fair or transparent. Everyone affected should be able to feel that they have at least had the opportunity to comment. It feels that this is unlikely to be the case on this occasion which is a best disappointing.</p> <p><b>PROPOSAL</b></p> <p>I would support the implementation of 20mph speed limits into areas directly around schools in an attempt to make those areas safer for children and their families.</p> <p>However, I do not support the scale and size of the area within which these speed limits are proposed. It seems to go far beyond those areas where there are</p>

	<p>schools and feels as if it is disproportionate to the likely risk. Indeed the speed restrictions as proposed may well lead to poorer driving by some people frustrated by those observing the limits and may causing greater rather than less risk.</p>
35.	<p>Thank you for the opportunity to be consulted on the proposed 20mph limit.</p> <p>In summary, I do not have a problem with 20mph being enforced on Hallam Grange Crescent around Hallam School and similarly around Nethergreen Infant School on Stumperlowe Park Road. I also have no issue, in principle, with it being limited to narrow and minor side roads or cul-de-sacs.</p> <p>However, I do object to it being enforced as a blanket broadly across the area. This will impact many connecting routes and/or bus routes. For example, Hallamshire Road, which is plenty wide enough with the verges for any children to be safe (incidentally my children of 5 and 8 walk to school along Hallamshire Road and I have no issue with it being 30mph).</p> <p>I understand that for simplicity, and to reduce costs, it is easier to sign 20mph across a broad area by focusing on the routes in and out (with lower cost lamp post repeaters) but I think it would be best just to have very specific and limited 20mph zones in potential black spots - like around schools.</p> <p>For this reason I must object to the current proposal.</p> <p>For me it would make more sense to target speeding by drivers doing 35/40/45 mph in a 30mph than punish those who adhere to the speed limit and drive around at no more than 30mph with a line of cars right behind them. In fact I believe this problem will only be worsened if the limit is reduced to 20mph - in my experience those strictly adhering to a 20mph limit suffer from terrible tailgating. This adds stress and pressure to those sticking to the limit and causes frustration and more dangerous driving by those behind.</p>
36.	<p>As per your communication inviting feedback on the proposed 20mph speed limit in parts of Fulwood I am writing to raise various objections. The reasons for my objections are as follows:</p> <p><u>Evidence</u></p> <p>You have not offered any evidence that this change will have the outcomes that you claim it will. You have simply asserted that it will. Whilst official statistics are not readily available for the specific area in question (only at Local Authority level) websites such as <a href="http://www.crashmap.co.uk">www.crashmap.co.uk</a> suggest that the great majority of serious accidents occur on the main arteries not in scope of this proposal. If this website captures all relevant events then the roads covered by the proposal encounter around one serious collision per year (and as far as I can tell no fatalities in recent years). Furthermore, without a detailed assessment of those incidents it cannot be assumed that a 20mph speed limit would have altered any of these outcomes.</p> <p><u>Evaluation</u></p> <p>Owing to the very low level of incidents it will not be possible to attribute any observable change in accident numbers to the 20mph policy. I have carried out several impact assessments for various Government initiatives and where the baseline number of events (i.e. accidents) is in single digits, as they are in this case, you would not be entitled to claim that any observed reduction will be due to the policy as opposed to the normal variation that we see over time.</p>

	<p><u>Ideology</u>  Given the above, this proposal is not due to a clear and over-riding need for government intervention. Rather, this proposal is likely motivated by an emergent ideology that sees personal use of motorcars as something to be opposed. In a democratic society any political party is free to campaign on that prospectus. However, driving is currently a legal freedom and it is incumbent upon Local Authorities to accommodate, perhaps facilitate, and certainly not impede legal freedoms. Indeed, there are plenty of legally permissible behaviours that each of us may profoundly object to but we have to respect the freedom of our fellow citizens to take advantage of those freedoms should they wish. To do otherwise is a form of authoritarianism.</p> <p>There may be other arguments against this proposal such as the increased emissions owing to driving at a less fuel-efficient speed. However, this is a complicated subject heavily dependent upon the specific usage and layout of individual roads so I do not employ those arguments. However, for similar reasons neither can it be claimed this proposal will be beneficial in terms of emissions and pollutants.</p> <p>In short, the claimed benefits in your communications (reduced severity of injury and reduced number of collisions) arguably cannot be made for this specific proposal and certainly cannot be evidenced to the standards outlined in the Treasury's Magenta Book (an evaluation guide that is used across government).</p> <p>The final claim in your communication, that people will 'feel safe' (not necessarily 'be' safe) raises an interesting ethical issue. It is reasonable to curtail freedoms if that constraint will definitely avoid material harm. However, there are few precedents where individual freedoms are restricted in order to change public perception. Imposing measurable harm (longer driving times, possibly lower fuel economy) upon one person for the (hypothetical) psychological benefit of another person is, I would suggest, beyond the authority of a city council.</p> <p>Finally, I note that the default speed in a lighted area is 30mph. Exceptions are justly made for nearby schools and areas prone to crowding, but exceptions are not generally made for areas simply because they are residential. Proof of this is to be found in the fact that the main arteries retain a 30mph limit and are commonly residential roads themselves. In one sense it is counter-intuitive that a lower speed limit is imposed upon roads with a lower traffic density and lower overall risk even though in some instances the width and layout of the road is not dissimilar to that of the main arteries.</p> <p>I do not doubt that, despite your mailshot, Sheffield City Council has already made up its mind on this policy and any objections will be dismissed. Indeed, I suspect that this message will not even be read and little heed will be paid to analytical and ethical concerns I raise. Nonetheless I wish to register these objections and request that they, along with other people's views, are given due consideration. Ideally, the Council will publish a summary of the consultation, refuting or acknowledging each point made and accounting for its final decision whichever way that decision may go.</p>
37.	<p>I am writing to object to the proposed blanket 20mph speed limit area across the majority of the Fulwood area of Sheffield.</p> <p>I suspect this letter and objection will have no effect on the proposal as the decision has already been made by the city council officers who are advising the elected members.</p>

My reasons for objecting are the proposals are not evidence based and there is no evidence presented of the scale of the problem in the Fulwood area; or the actual benefits or costs of the proposal.

The proposed 20 mph speed limit in Fulwood should be about reducing fatal accidents (and serious injuries) particularly children in the Fulwood area.

There is no evidence presented in the proposal of the number of road traffic accidents in Sheffield in the last three or five years, even though road casualty statistics have been assessed as National Statistics, indicating compliance with the Code of Practice for Statistics. (For example there were 1,695 fatalities in 2022 in Great Britain in 2019; 29,795 KSI, 136,002 casualties reported by the police in 2022), the majority of whom were car occupants and motorcyclists. (In 2022, 46% of fatalities were car occupants, 22% were pedestrians, 21% were motorcyclists and 5% were pedal cyclists. In 2022, 55% of casualties were car occupants, 14% were pedestrians, 12% were motorcyclists and 12% were pedal cyclists. Overall, in 2022: 75% of fatalities and 62% of casualties of all severities were male; 3% of fatalities and 10% of casualties were aged 16 years old and under; 25% of fatalities and 29% of casualties were aged 17 to 29 years old; 23% of fatalities and 7% of casualties were aged 70 years old and over.)

<https://www.gov.uk/government/statistics/reported-road-casualties-great-britain-provisional-results-2022/reported-road-casualties-great-britain-provisional-results-2022#casualties-by-age-and-sex>

There is no evidence presented that there is excessive speeding in the current 30 mph zones in Fulwood, Sheffield. What is the average speed in the areas affected by the proposed zone?

There is no evidence presented of the environmental impacts of reducing the speed limit from 30 pm to 20 mph. Will this increase or reduce emissions from cars with petrol and diesel engines? Will a 20 mph speed limit mean cars are able to drive at a more constant but lower speed without accelerating or decelerating?

There is no evidence presented of the economic impacts. Will the reduced speed limit increase or decrease travel times in the area?

There is no evidence of a cost-benefit analysis. What is the cost of putting up new speed limit signs? How will the 20 mph speed limit be enforced?

The geography of Sheffield is not really suitable for cycling. As a walker and cyclist myself, a reduced speed limit is not what would make me feel safer, rather it is better street lighting and smoother road and pavement surfaces (without pot holes in the roads). As a cyclist crossing Supertram track lines is one of the most hazardous activities and I have witnessed a number of injuries to cyclists caused by the Supertram tracks.

Speed limits around schools, old people's homes, GP surgeries, hospitals should be lower than 20 mph. I note that the proposed 20 mph speed limit does not include the Fulwood Road adjacent to Nether Green Junior School.

I do not object to 20mph speed limits in principle. What I do strongly object to is the lack of evidence presented by Sheffield City Council of the costs and benefits of the proposal. Based on the information presented it is impossible to make an evidence -based informed choice about the proposed 20 mph speed limit area.

	<p>Therefore, on the evidence presented (or lack of evidence presented by the City Council) I object to the proposed blanket 20mph speed limit area across the majority of the Fulwood area of Sheffield.</p>
38.	<p>I am writing to object to the proposal to impose a 20mph speed limit in Fulwood as set out in your letter dated 2 November 2023.</p> <p>The three reasons you give for the proposal in your letter are more akin to general statements of intent rather than properly considered objectives that the 20mph proposal will solve. Those three statements could equally apply to support proposals to ban cars altogether, ban cyclists from the road, or erect barriers all along our pavements and only allow pedestrians to cross the road at designated crossing points.</p> <p>I would like to know what actual evidence the SCC has that there is a problem that requires the imposition of a 20mph area as the solution. For example:</p> <ol style="list-style-type: none"> <li>1. How many road accidents involving pedestrians have there been in the proposed area in, say, the last 10 years that involved cars travelling in excess of the speed limit?</li> <li>2. What percentage of those accidents were the fault of the car?</li> <li>3. Are the number of those accidents increasing?</li> <li>4. Is there an increase in the number of accidents involving children?</li> <li>5. How will the imposition of a 20mph speed restriction solve these problems (especially those accidents caused by a pedestrian not looking properly when crossing the road)?</li> <li>6. What other solutions have been considered?</li> <li>7. What evidence is there that "some collisions will be avoided altogether"?</li> <li>8. What evidence is there that "people are more likely to feel safe when walking and cycling"?</li> </ol> <p>I would also like to know if SCC carried out any research to see if a majority of people in Fulwood actually want a 20mph zone imposed on them? Who is it in the area calling for this?</p> <p>At a time when SCC's budgets are squeezed, if there is money to spend it could be better spent on other things such as creating better spaces and parks for children to play in, increasing funding to libraries or marking out more dedicated cycle lanes on the roads.</p> <p>From a civil liberties viewpoint I really do object to authorities banning things as a way to change behaviour. A far better way would be to increase education about the benefits of driving slower or incentivising people to cycle rather than drive if this is something SCC felt strongly about. This way people are making a positive choice to change their behaviour rather than an authority simply banning it.</p>
39.	<p>I would like to object to the above proposal.</p> <p>Whilst appreciating that a 20mph speed limit is necessary around the immediate vicinity surrounding schools – this feels somewhat like a targeted restriction on the whole area of Fulwood and without justification.</p> <p>I feel that a 30mph speed is quite sufficient and that this is largely adhered to by all residents. From my experience there is little evidence of speeding/motoring accidents in the area – especially when compared to some other areas and maybe the emphasis should be on the areas with the highest incident levels.</p>

40.	<p>I would like to object to the proposed 20 mph zone in Fulwood.</p> <p>It is a fact that car emissions would increase as cars are most efficient at 55- 60 mph. There would be more delays to travel time and congestion with a negative economic impact.</p> <p>Reducing speed limits from 30mph to 20mph has "little impact" on road safety, according to a study from Queen's University Belfast, Edinburgh University and the University of Cambridge.</p> <p>It seems unlikely that in a hilly area like Sheffield there would be much more uptake in walking and cycling. In addition if there were more people cycling, road traffic accidents would increase as cycling in built up areas, complete with our hazardous tram tracks, is statistically more dangerous than travelling by car.</p> <p>Most car drivers will probably ignore the speed limits anyway as driving at 30 mph is tedious and unnecessary in most areas unless there is a school or old people's home. In those areas I would support a 20 mph speed limit.</p> <p>This move seems part of a grand plan for Sheffield, not just for Fulwood and the decision to make sweeping changes to the speed limit across the city is once again the work of the Council and Highways Department that was responsible for removing a vast stock of healthy trees from the city because a few individuals had made their mind up that this was what they wanted and wouldn't listen to common sense or members of the public. I am not therefore wholly convinced that any objections would affect the outcome of the so-called consultation.</p>
41.	Please register my objection to the proposed 20mph speed limit area in Fulwood.
42.	Please register my objection to the proposed 20mph speed limit area in Fulwood.
43.	<p>While I strongly agree with a 20mph speed limit outside schools I have several reservations about a blanket 20 mph limit for Fulwood.</p> <p>Firstly, because of the gearing for cars being optimised around a 30 mph limit in urban areas a move to 20mph means that you need to drive in a lower gear. This is especially true in an area with many hills such as Fulwood. Driving in a lower gear increases petrol consumption and hence pollution. Not a very green option.</p> <p>This was also mentioned in letters to the Daily Telegraph on 5th and 8th November, showing that I am not the only person to think this way. I have attached a copy of the 2nd letter.</p> <p>Secondly, it is extremely difficult to keep your speed down to 20mph without constantly looking at your speedometer rather than concentrating on the road. Keeping to 20mph is hard because at low revs and in a low gear a slight movement of the accelerator or change in gradient alters the speed dramatically. Again Fulwood has many steep roads so exacerbating the problem.</p> <p>Thirdly, when driving at 20mph in a 20mph area. some other drivers ignore this and drive inches behind you to 'urge you on' or make dangerous overtaking manoeuvres.</p> <p>Finally, according to a leading lawyer, at 20mph drivers are tempted to look at their mobiles and check emails at lower speeds as they perceive there is less</p>

	<p>risk. See: <a href="https://www.telegraph.co.uk/news/2023/04/07/risks-of-20mph-speed-limit/">https://www.telegraph.co.uk/news/2023/04/07/risks-of-20mph-speed-limit/</a></p> <p>My daughter lives in Surbiton which has a blanket 20mph limit so I have a lot of experience of all three of the above. Surbiton is flat, not hilly like Fulwood, so all these issues will be very much magnified here in Sheffield. It would in my personal opinion be dangerous and un-green.</p>
44.	<p><b>OBJECTION TO THE PROPOSED 20mph SPEED LIMIT</b></p> <p>The current 30 mph regulation on urban speed has been in place for more than 80 years.</p> <p>To modify this on a timescale of 8 weeks is not the action of a reasonable council who wish to take into consideration the democratic wishes of the electorate.</p> <p>Four weeks to register objections without any commitment to respond within this period and then to implement this after a further four weeks is not a consultation, it is a declaration of intent which brushes aside objections</p> <p>The information issued to define the proposal is of poor quality. The map is indistinct and even under a 20 times magnification the few street names are illegible. The offer of a better map and more information on the website is obviously not available to anyone without both a computer and internet access. This leaves a significant proportion of the electorate inadequately informed.</p> <p>The justification for this proposal is that there will be a reduction in the number and severity of accidents. No numerical information is provided to support this statement. Opinion should not take precedence over factual information. To support this major change data should be provided on the total number of accidents in the affected area and the number which may result from both the effective enforcement of the current speed limit and the reduction expected from a reduced limit.</p> <p>Schools and the safety of children are important. The plan illogically does not restrict any traffic outside Nethergreen School or St Marie's School. This allows both buses and heavy vehicles to be unaffected in what must be the most vulnerable section whilst restricting all vehicles in far less critical areas. The council must regard the safety of children as less important than the impact of these changes on the bus companies.</p> <p>We are consistently told by the council is they do not have funds to provide the essential social services needed in Sheffield. This proposal is to spend public money paying outside contractors on changes that the majority of the public do not support.</p> <p>This situation has similarities to the debacle when the council paid Amey to cut down perfectly healthy trees when the people of Sheffield expressed this was not what they wanted. Again this was after inadequate consultation with the people it affected.</p>
45.	<p>I wish to register my objection to the 20mph proposal for the Fulwood area:</p> <p>(1) we have not been told any statistics of accidents near the schools which are being used as justification for this proposal</p> <p>(2) It is not helpful to include roads such as Slayleigh Lane and Hallamshire Road for inclusion in the 20 mph zone</p> <p>(3) You cannot legislate to cover every aspect of people's behaviour. At some point you have to give people responsibility to behave sensibly.</p>
46.	<p>I would like to object to the proposal.</p>

	<p>The justifications given doesn't satisfy me.</p> <ul style="list-style-type: none"> <li>- People already feel safe walking and cycling. This adds little or no value to the area. It's a safe area without adding more burdensome restrictions on drivers. You're adding more travel time to work and school journeys.</li> <li>- If we stopped driving all together it will reduce some collisions as well- so makes no sense.</li> <li>- Lowering severity of injuries for people involved in collisions: I think this maybe better targeted at higher speeds.</li> </ul> <p>If anything it probably reduces focus on the road when driving at 20mph.</p>
47.	<p>I wish to register my objection to the Fulwood proposed 20mph Speed limit Area.</p> <p>There has been no evidence presented that tells us there have been accidents caused by speeding near the schools.</p>
48.	<p>Whilst I am generally in favour of lowering the speed limits on quieter residential roads in Fulwood, I do not think that the blanket approach of including all the roads in the area is the correct one to take. There are a number of "arterial" roads that run through the area which people use to enter and exit the neighbourhood and where I do not consider 20mph would be appropriate. Having lived in the Fulwood area for 11 years, I have marked on the plan the roads which are used as "main routes" in and out of the area, which I consider should be carved out of the 20mph zone and remain at 30mph. These include the roads which link up to Quiet Lane (which is a main route into the city from the Peak District), Brooklands Avenue (which is the main link into the city from the Mayfield Valley) and the roads which go up to Redmires Road (which is the main northerly route into the city). I have marked these roads in green on the attached plan. Whilst I appreciate there may be areas of these green roads around the shops in Fulwood or nearer Hallam school which smaller 20mph section may be appropriate, this should be considered on a more discrete basis. I think reducing the speed limit on these roads is likely to have a detrimental effect on the economy and inhibit people commuting into the city.</p> <p>There are also some roads which have not been included in the 20mph zone, which I think should be included. Such as Moorcroft Drive, Moorcroft Avenue, Moorcroft Close, which I have marked in red on the plan. They are residential cul-de-sacs and there is no reason why drivers should go from a 20mph zone into a 30mph zone, which may make drivers speed up rather than slow down, and therefore these roads more dangerous than before.</p> <p>I would invite you to come and walk/survey the roads in the area to see how they are used by traffic on an every day basis before taking such a generic "blanket" approach. And also consider the profile of some of the roads outside the black line as whether they should be included or not.</p>
49.	<p>As a long term resident of Fulwood I am somewhat surprised at what seems a virtual blanket 20 mph speed limit within this residential suburb, Whilst I would support a 20 mph speed limit outside schools during term time only &amp; for the hours of say 8.15am to 9.00am, over lunch time &amp; 2.45pm to 3.45pm, I can see little or no justification for the limit being proposed 24/7 365 days of the year.</p> <p>Your "STATEMENT OF REASONS" says - "The proposed 20mph speed limit is required to control vehicle speeds in the residential streets of the Fulwood area". Why not let road users use their own judgment?</p>



	<p>What are your detailed justifications that vehicle speeds need controlling in Fulwood.</p> <p>I would make the following comments about the proposed limit:</p> <p>1) In the past decade, how many vehicle crashes have there been within the proposed Fulwood 20 mph zone, how many pedestrians/cyclists have been injured and how many fatalities within Fulwood?</p> <p>2) What is the cost to the residents of Sheffield by instigating the 20 mph limit including letters delivered to every resident, new 20 mph signs, lighting for the signs &amp; road markings.</p> <p>3) Why has Fulwood been selected for a 20 mph limit. Have the residents of Fulwood lobbied Sheffield Council to instigate the limit?</p> <p>4) Do the local councillors who reside in Fulwood support the 20 mph speed limit?</p> <p>5) How will you monitor motorists &amp; enforce the speed limit?</p> <p>6) According to a study from Queen's University Belfast, Edinburgh University &amp; the University of Cambridge reducing speed limits from 30 mph to 20 mph has "little impact" on road safety. A three year research project by Queen's University Belfast claims 20 mph speed limits across the city have made little difference to safety but reduced the volumes of traffic. Analysis of the data revealed that when compared with areas that retained their previous speed limits, the new 20 mph limits led to minimal change in the short or long term outcomes for road traffic collisions, casualties or speeding. These findings are echoed in an article in the BMJ whose headline is "20 mph speed limits have little impact on crashes, casualties &amp; driver speed".</p> <p>7) Is it the Council's intention to cover the entire city with 20 mph speed limits?</p> <p>8) Where is the Council's in-depth report on traffic in Fulwood that justifies the 20 mph limit on virtually every road along with detailed costs for implementing the scheme?</p> <p>I do not support this blanket 20 mph speed limit imposition.</p>
50.	<p>I received via post the 20mph proposal for Nethergreen and Fulwood and am extremely disappointed to see that Fulwood Road is not included in the proposed 20mph zone.</p> <p>Given the number of schools and nurseries that are on or in close proximity, I feel that for the safety of children and pedestrians, Fulwood Road should be made a 20mph zone during school drop off / pick up times.</p>
51.	<p>I agree that if the speed limit in some areas round school between certain times get to 20mph. I think it will not help in lots of areas. I object to 20mph in most areas including Fulwood area.</p>
52.	<p>I write to object to the proposal to introduce 20mph zone in Fulwood. I cannot see the sense in placing restrictions over such a large area. In my opinion it is not warranted.</p> <p>There may be some sense in making Stumperlowe Park Road (Nether Green Infants), Hallam Grange Crescent (Hallam Primary) and Fulwood Road only in the immediate area of Nether Green Junior School, but certainly not the entirety of the area shown on the plan. I do not believe it is merited and is not needed.</p> <p>I therefore object to the proposal.</p>

53.	<p>I object to the proposal to introduce a 20mph zone in Fulwood.</p> <p>There appears to be little logic to this and it is not needed, in my opinion.</p> <p>I therefore object to the proposal.</p>
54.	<p>I'd like to object to the proposal to introduce a 20 MPH zone in Fulwood. My reasons are as follows:</p> <ul style="list-style-type: none"> <li>• Your proposal makes no mention of green issues. Reducing the speed limit from 30 MPH to 20 MPH will add 50% to the duration of each journey within the area. A journey across the area which would have taken 4 minutes will now take 6 minutes. Vehicle engines will therefore be running for longer within the area, at a speed which is less efficient for many engines. I am therefore concerned that your proposal will therefore substantially increase emissions within the area.</li> <li>• Your proposal will lead to more unsafe driving. Instead of watching the road for potential hazards as they drive, drivers will now be watching their speedometers in order to keep to this low speed, and will become less aware of their surroundings.</li> <li>• I see there is no mention of statistics in your proposal. I would be interested to know how many incidents of the type that you wish to avoid occur each year SPECIFICALLY in the Fulwood area. I believe that the number of incidents in the Fulwood area may well be already extremely low. The perceived safety benefit which you are promoting is likely to be minimal, especially when measured against the damage to the environment which your proposal will cause.</li> <li>• I support any proposal to reduce speed limits at relevant times near sensitive areas, especially schools.</li> </ul>
55.	<p>I am registering my NO to the proposal. You have listed an expression of wishes without evidence to verify anything re accidents etc from this experiment in other areas with a 20 mph enforcement.</p> <p>Some collisions avoided altogether sounds vague and not statistical in any way and more likely to feel safe, have you completed a survey to verify this statement.</p> <p>With any changes in planning, surveys are conducted to back up opinions even contested.</p> <p>We have better built cars, better brakes and far superior tyres for breaking distances, so it would be good to see evidence of fewer accidents already</p> <p>We have better safety lights on bikes to be seen better education on road safety already</p> <p>So its a NO from me</p>
56.	<p>I am writing to object to the proposed 20mph zone in Fulwood. I am fully aware that this objection goes against the narrative that 20mph zones automatically equate to greater safety.</p> <p>First of all the letter sent to us is not entirely fair in presenting the idea of a 20mph zone. No facts are given. No evidence of the number of accidents that have occurred in the Fulwood area resulting from travelling at speeds greater than 20.</p>

	<p>No costs are presented to us regarding any accidents and the cost of all the new signage that will be needed is not mentioned either. Have there been before and after assessments of reductions in accidents? How can anybody make a judgement on this proposal without facts?</p> <p>Travelling across Fulwood going at 20mph rather than 30mph will increase travel time by 50 percent and increase the amount of fuel consumed by a measurable amount. Both more time and a more inefficient speed will result in more fumes and more danger to health. Has the cost to general health been weighed against increasing safety at all?</p> <p>This whole proposal flies in the face of the green agenda and reducing emissions. How do lower speeds make the environment more pleasant? Surely asking all to switch off engines when stopped for any reason will improve the environment far more radically and immediately than spending all our tax money on yet more signs.</p>
57.	<p>I object to the latest 20mph proposal for expanded Fulwood Area. I have no objection to targeted Areas eg Roads around schools.</p> <p>However blanket scheme will lead to either widespread disregard unless area enforcement is provided and if so will lead to Drivers concentrating on speed limit rather than road. 20mph is not a natural speed for a modern vehicle and will require diving in lower gears with resulting increase in pollution.</p> <p>The statement in your letter that every driver who slows down makes area safer may not proof correct if concentration is on speedometer as opposed to road. Taking this to a logical outcome we could revert to the original nineteen Century rule of every car requiring a man with a red flag walking in front!!</p> <p>Seriously, in my opinion a targeted scheme on areas of danger predominantly schools properly enforced would provide better results than a blanket scheme.</p>
58.	<p>I wish to object at the 20mph speed enforcement that is being planned for the Fulwood/ Lodge Moor area, I feel the current speed limits are perfectly adequate for the area and making them 20mph is only going to cause unnecessary problems on the roads, they have been this speed for numerous years and I believe that even making the roads 20mph isn't going to stop the accidents happening, yes I have seen a couple of bad accidents happen at the far end of redmires road by the golf course, but I can't see it stopping people overtaking on the road only making people wanting to overtake more.</p>
59.	<p>I have received notification of the proposed 20mph speed limit area for the Fulwood and Lodge Moor area and I write to lodge my deep objection to the proposal.</p> <p>I have lived in Sheffield S10 for fifty years, and in Lodge Moor for the last 25 years, and I do not perceive the need for any such restriction. Your reasoning is set out below, and I comment as follows.</p> <p>(i) <i>'Lower speeds will help make neighbourhoods safer, more pleasant for all, particularly our children'</i>. Please explain how such a proposal will make our neighbourhood more pleasant. We are considering the passing of vehicles in this proposal and that will remain a fact of life whether vehicles will be travelling at 20 or 30mph. Please explain how our children will perceive this to be more pleasant than adults? Is your statement meant to indicate that it is better to be</p>

	<p>hit by a vehicle moving at 20mph than 30mph – I personally would prefer to not be hit by any vehicle, and am not of the opinion that I will feel happier and feel safer to be hit by any vehicle travelling at 20mph. I have walked and driven the area over the years without, personally, feeling that it would be a helpful move to reduce the speed limit. Over the years my experience of traffic accidents is that they are normally associated with cars travelling illegally at considerably excessive speed (for example the collision at the junction of Redmires Road and Hallam Grange Road a few years ago, where the persons speeding almost ended up in the quarry which forms the 17<sup>th</sup> hole on Hallamshire Golf Club – and Redmires Road is not within the proposed zone) or due to a person being confused and pressing the accelerator inadvertently resulting in them crashing into a structure – as happened twice recently at the Lodge Moor shops.</p> <p>(ii) <i>‘Lower speeds reduce the severity of injuries for anyone involved in a collision’.</i> The number of accidents and fatalities in Fulwood and Lodge Moor is not an issue that has any sort of priority in my mind. I am not saying that such incidents have not taken place (I cannot recall one at present relating to any cars travelling at 30mph and obeying the law), but locations of repeated accidents are known and efforts to make those areas safer is a much more sensible approach, which I would support.</p> <p>(iii) <i>‘Some collisions will be avoided all together’.</i> Whilst this statement might have some merit, road safety in Fulwood and Lodge Moor is not, I believe, an issue in locals minds. I do not recall ever having a discussion with somebody concerned about traffic moving at the current speed limits and driving within the law. My experience tells me that generally road traffic incidents occur for other reasons.</p> <p>(iv) <i>‘People are more likely to feel safe when walking and cycling’.</i> You are suggesting that by reducing the speed limit from 30 to 20mph people will go from feeling ‘unsafe’ to feeling ‘safe’. Frankly that is nonsense as there will still be vehicular movement and individuals will still have to be aware and take measures to ensure their safety when out and moving around the locality.</p> <p>As far as I am concerned this will be a waste of Council Officer’s time, energy and our resources, and the same would be better employed in addressing more pressing problems in Sheffield than trying to make the residents of Fulwood and Lodge Moor feel ‘safe’ when I do not believe there is any significant call within the community for such action.</p> <p>I am a Chartered Civil and Structural Engineer and over the years I have worked on many schemes where road safety was an important feature, and this proposal does not chime with my experience and knowledge.</p>
60.	<p>I am writing to oppose the proposed 20mph zone for Fulwood and the surrounding areas.</p> <p>I do not believe it is necessary to implement this in an area where there are very rarely any issues with speeding. The decreased speed would only add to congestion at busy periods and around school hours, which can already add up to 10 minutes to a short journey.</p> <p>I think it would be appropriate to implement 20mph zones around schools but ONLY around schools.</p>

	<p>There is also no logic in keeping Crimicar Lane as 30mph and changing Brooklands Avenue (a steep hill) to 20mph. This lower speed would make most cars struggle up and almost certainly increase pollution.</p> <p>Please reconsider the proposed plans to implement 20mph zones around Fulwood as it really does not make any sense.</p>
61.	<p>I would like to object to the proposed 20 mile speed limit for Fulwood.</p> <p>Studies have suggested that 20 mile speed limits tend to increase pollution. A safe driver has time to react to events that take place on the road when travelling at 30 miles an hour. Whereas an unsafe driver will probably ignore a 20 mile speed limit.</p> <p>In your letter you state that one of the aims of the 20 mile speed limit is to encourage cycling. I think that is unlikely to happen because of the hills. I used my cycle a lot when I lived in London even commuting to Waterloo but I find the hills too much to cycle around Fulwood.</p> <p>My last point is about avoiding accidents. Could you please send me the figures about road accidents in the Fulwood area? How many are there &amp; how much of a reduction in road traffic accidents are you expecting?</p>
62.	<p>I am writing to object to the introduction of a 20mph speed limit in Fulwood.</p> <p>I am not aware of a single death or injury that this would have prevented in my lifetime.</p> <p>Please spend the money on the education or social care budget instead? Surely the money spent on this initiative would save more lives if spent on homelessness in the city rather than road signs....</p>
63.	<p>I write to formally object to the proposed introduction of a 20mph limit in Fulwood.</p> <p>Your letter dated 2nd November 2023 asserts, without evidence, that "lower speeds will help make neighbourhoods safer".</p> <p>It seems to me that there are already very few accidents in Fulwood and that the large majority of people drive sensibly.</p> <p>It therefore seems likely that accidents are already near a minimum level, and that introducing this slow speed zone will inconvenience residents with minimal benefits.</p> <p>A 20mph zone will either not be enforced, or will lead to safe drivers being penalised for no good reason.</p> <p>If it is intended to make areas near school safer, I suggest introducing 20mph areas within 100 yards of school entrances and exits, accompanied by speed bumps in the road, which are self-enforcing and proven to work.</p>
64. Recei ved twice	<p>I would like to object to the proposed 20pmh speed limit across the Fulwood area. I live and drive within this area and consider this to be a totally unnecessary proposal. In my experience there is no issue of cars driving unsafely at the current limits. With regard to the schools highlighted Hallam school is in an exceptionally quiet area and both Nethergreen schools have pedestrian crossings so high speed traffic is not an issue.</p>

	<p>I would be interested to know how many accidents have been identified in this area due to a vehicle travelling between 20 - 30mph.</p> <p>Spending council tax money on schemes like this is very wasteful and unnecessary especially in the current economic climate and the state of some of the road surfaces. The council has refused to put a pedestrian crossing on Hangingwater Road allowing children walking up to High Storrs School to cross the road safely when the pavement ends and I would strongly suggest that resources are directed to this rather than speed reduction initiative.</p>
65.	<p>I write to formally object to the proposed introduction of a 20mph limit in Fulwood.</p> <p>Your letter dated 2nd November 2023 asserts that "lower speeds will help make neighbourhoods safer".</p> <p>I have not been made aware of, or witnessed, any accidents due to speed in Fulwood.</p> <p>It seems to me that there are already very few accidents in Fulwood and that the vast majority of people drive very sensibly.</p> <p>It seems likely that accidents are already near a minimum level, and that introducing this slow speed zone will inconvenience residents with minimal benefits but may lead to increased frustration for drivers who drive safely at the current speed limit - 30mph.</p> <p>A 20mph zone will either not be enforced, or will lead to safe drivers being penalised for no good reason.</p> <p>If it is intended to make areas near Nethergreen junior school safer, I suggest introducing 20mph areas within 100 metres of school entrances and exits, accompanied by speed bumps in the road, which are self-enforcing and proven to work. There are already pelican crossings for both infant and junior schools which significantly enhances child/parent safety.</p>
66.	<p>This e-mail/letter is to register my <u>strong objection</u> to the proposed 20mph Speed Limited.</p> <ul style="list-style-type: none"> <li>• A 20mph limit will inevitably increase journey times and frustration for drivers and in consequence the likelihood of accidents will be increased.</li> <li>• Responsible and competent drivers will be will be reducing speed to 20mph or less where appropriate.</li> <li>• Those drivers not competent or responsible will not reduce their speed to 20mph because of small signs (possibly difficult to see) amongst the plethora of signs which drivers already face.</li> </ul>
67.	<p>I want to openly object to the general change of all speed limits in Fulwood area to 20mph, this is a needless change and there is no evidence base to support the implementation - especially when you look at accident and fatality data from the area - we do not need this reduction in speed across the whole area.</p> <p>Why don't you use that money to speed restricting items such as speed humps near the schools where the risk to pedestrians is always greatest.</p> <p>So just to reiterate - please do not implement the 20mph speed limit in Fulwood, it is a waste of money and just not needed!</p>

68.	My wife and I live on Stumperlowe Hall Road and both of us strongly object to the proposed 20 mph limits
69.	<p>I have today received a letter about the proposed 20mph zone in Fulwood. Other than a generic line about 'making the roads safer' you have failed to build a robust case for the change.</p> <p>Why haven't you mentioned the number of accidents in this area? The number of injuries or even fatalities? If you can back up what you say with data then you might just get people on side. Or does the data not exist and you are trying to fix a problem that doesn't need fixing? It's not clear.</p> <p>In fact, it's lazy to just throw some generic safety lines out there hoping everyone just buys it. You should know people are resistant to change and therefore you've got to build a clear picture on the problem in order to deliver your proposal as a solution. You haven't built a robust case and therefore how do you expect people to get behind?</p>
70.	<p>As a resident in Fulwood, I object to the proposal.</p> <p>The Statement of Reasons given by Sheffield City Council is completely unjustified and provides no evidence whatsoever as to why this is necessary. This appears to be unnecessary spending by Sheffield City Council on signage which will have no effect. Who exactly is going to enforce the new speed limit?</p> <p>I would much rather see specific traffic calming measures in targeted areas such as those in Crosspool around Lydgate Junior School and the reduced speed limit through the shopping areas (Nether Green/Fulwood/Lodge Moor shops) than a blanket reduction.</p>
71.	<p>I have received your letter about the proposed 20mph speed limit to be introduced in Fulwood. I am writing to object to this proposal. I think it is better to target specific areas if a reduction in speed is needed for safety, such as near to schools and hospitals.</p> <p>My objections to a blanket introduction are as follows:</p> <ol style="list-style-type: none"> <li>1. In an area as hilly as Sheffield it is difficult to maintain a speed of 20mph without frequent gear changes and revving up the car engine. This results in more petrol usage, emissions and pollution.</li> <li>2. It is inefficient for people who drive for a living because it will increase the time it takes for them to complete their work and hence less income or longer hours. I am thinking of van drivers, taxis and other essential workers such as carers who are visiting the sick and elderly.</li> <li>3. It is an unnecessary expense to install the signage at a time when councils are short of funding for essential services. This is not a good use of tax payers money.</li> <li>4. Finally, and most important, the evidence to show significant improvement in safety is not clear. A report by the RAC from 3 studies carried out at Queens University, Belfast, Edinburgh University and Cambridge University found that reducing the speed limit from 30 to 20mph had 'little impact' on road safety.</li> </ol> <p>To conclude, I hope council will NOT go ahead with this proposal</p>
72.	I'm writing to oppose the introduction of blanket 20mph speed limits in Fulwood and elsewhere.
73.	I refer to your letter dated Nov 2 <sup>nd</sup> 2023, together with the accompanying plan.

	<p>Whilst I am generally supportive of reduced speed limits in residential areas and particularly near to schools, I do not agree with the inclusion of those roads which are bus routes which are usually wider and reasonably safe.</p> <p>I therefore object to Hallamshire Road, Hallam Grange Road, Barncliffe Road, Moorcroft Road and Brooklands Avenue being included in the proposal.</p> <p>I am assuming that Redmires Road, Crimicar Lane and Fulwood Road are not included in the proposal, but, if they are, my objection would also apply to them.</p>
74.	<p>Though I have nothing against making my residential area as safe as possible, I would like to see the evidence that would demonstrate that such a blanket speed restriction is justified.</p> <p>How many serious collisions or road traffic injuries have occurred in the Fulwood area in recent years?</p> <p>I fully support the 20 mph restrictions near to schools especially when these operate when children are travelling to and from school. These have always seemed a very effective way of slowing down traffic during those important time periods.</p> <p>I feel that a blanket restriction would be much less effective as people would just become complacent and even ambivalent towards it. The very use of the word 'less expensive' makes me feel that this is just a 'tick boxing' exercise rather than a genuine desire to improve people's quality of life. I feel a 'blanket' application will be largely ignored and rather than making the whole area safer will make the areas where there is a real need for speed control less safe. I strongly feel any such changes should not be about cheapness but rather effectiveness. 20 mph areas should be restricted and properly highlighted in school areas during school hours and areas with high pedestrian numbers. If the council has evidence from the Fulwood area re road traffic accidents, they should be publicised and speed control applied to those areas!! In summary I disagree with the proposal to introduce a blanket speed limit in the Fulwood area.</p> <p>It is fundamentally wrong to make blanket decisions without being in full possession of the facts!</p>
75.	<p>To whom it may concern;</p> <ul style="list-style-type: none"> <li>• Whilst I appreciate the safety reasons and the desire to make our neighbourhoods safer, I am concerned that this is really just a tick-box exercise. "The signs are up...we have done our job." Without enforcement the speed limit signs are meaningless. Given that no-one even enforces the current 30mph limit along the wider roads (Slayleigh Lane, Hallam Grange Road, Barncliffe, Hallamshire Road) wouldn't enforcement have to be a part of the plan? If not, why bother with expensive signage? Virtue signalling by the council?</li> <li>• I live on Hallam Grange Road and it really is a miracle that no child has been killed by parents dropping their own children off/collecting them at the end of the day. Parents double park, park across pavements and driveways and seem oblivious to the fact that this is also a bus route. This is by far the most dangerous time of day.....and a 20mph limit would make not a scrap of difference to any of these problems. If you are serious about road safety and children this would be a better starting point.</li> <li>• A further pavement safety issue is the encroaching vegetation which forces parents, the disabled and vulnerable people onto the road edge. Number 87 at the junction of Hallam Grange Road/Redmires Road makes</li> </ul>



	<p>no effort to cut back their hedges. This is a popular walking route for parents with pushchairs and is within 10 metres of a busy bus stop.</p> <ul style="list-style-type: none"> <li>• Add to this the proliferation of builders' vans which park at the top of Hallam Grange Road (working on the huge Redmires "Moorcrest Mews" development for the past three years) and others which also park on pavements along Hallam Grange Rise and Hallam Grange Road...local people with pushchairs and mobility scooters are forced to cross the road to have access to a safe pavement.</li> </ul> <p>I would love to see safer streets, I would hate to see someone killed by speeding traffic and, overall, would support a 20mph speed restriction. However I am rather sceptical about its efficacy and think that some enforcement of existing traffic regulations about parking, pavement space and vegetation would make more of a difference without wasting money on signage.</p>
76.	I strongly object to the proposal to change the speed limit in Fulwood to 20mph.
77.	I understand the reasoning, but the proposed area for 20mph is vast. It is only likely to increase rash driving and dangerous overtaking by some drivers. I object to this proposal.
78.	<p>I object to this proposal,.</p> <p>Like most traffic restrictions it simply slows commerce, adds to congestion and pollutes more as journeys take longer.</p> <p>The bland statement "lower speeds will make the area safer" is not backed up by any studies and should take into account the wider disadvantages.</p>
79.	I object to the 20mph speed limit in Fulwood. I feel that there should only be a 20mph speed limit on roads with schools on.
80.	<p>Following the receipt of the notification of the 20mph limit in Fulwood, I would like to make the following comments.</p> <p>The objectives of this exercise are subjective and from the research I've done, any supporting evidence is at best woolly and inconclusive. The majority of drivers in Fulwood drive respecting the conditions. The drivers who create problems under the current 30mph limits will, in my opinion be the same ones who would create concerns at 20mph. It would be impossible to police effectively.</p> <p>20mph zones create frustration for the drivers going about their normal business, travelling to and from work etc. This frustration, in itself increases the risks of accidents according to a police driving instructor with whom I attended a driving skills course.</p> <p>The question regarding increased emissions at 20mph vs 30mph remains inconclusive according to the research I have read. It appears that one can choose the science that best supports the answer you want. (I was scientifically educated and a chartered engineer so have a reasonable grasp of the arguments). My car, a Euro 6 compliant petrol car, automatic, chooses its own gears according to speed and incline. Typically, it's in 2nd or 3rd gear at 20mph (roughly flat roads) and 3rd or 4th gear at 30mph. The rpm changes accordingly. Doing a proper study in Sheffield would be extremely difficult as flat roads are rare and only real conditions are relevant to the argument</p> <p>I'm sure that there will be a cost:benefit equation but if the apparent benefits are not measurable, it's not relevant and without doubt, the costs throughout Sheffield will be substantial when we continue to suffer major road quality issues.</p>

	<p>On a positive note, I would support the imposition of 20mph zones within the areas of infant and junior schools during the periods of school travel times - say 8-9.30 and 3-4.30. Distance, say a radius of 500m or 1000m ( this would include my home) where the young children are walking to and from school with several roads to cross .</p>
81.	<p>I live in the S10 post code.</p> <p>I write to OBJECT to the proposed 20mph speed limit for several reasons.</p> <p>I don't believe the evidence presented suggesting reduced risk of accidents. Frustrated drivers are more likely to flaunt speed limit rules and therefore this negates the perceived lower risk of accidents.</p> <p>Deliveries, travel times will all take longer leading to financial consequences for businesses that rely on travel - this has already come through very clearly as a significant factor from the Wales experiment.</p> <p>Please register this as an objection from the 3 of us living in the S10 area.</p>
82.	<p>I would like to OBJECT to the plans to have 20mph limit around Fulwood. I have lived in the area for a number of years and have taught my child the correct road safety awareness and have never considered that there needs to be a reduction in general the people do not exceed the limit within the area. I feel it is completely unnecessary to change to 20mph.</p>
83.	<p>I would like to object to the proposal for the following reasons</p> <ul style="list-style-type: none"> <li>- there are roads within the zone that are safe to travel at 30mph</li> <li>- considerate drivers already drive at appropriate and safe speeds</li> <li>- introducing a 20mph zone will not affect the behaviour of those drivers who drive without due care</li> <li>- the 20mph limit will be impossible to police</li> <li>- the considerable additional cost of introducing the scheme</li> </ul> <p>I live within the scheme zone and hope that you will take my views into consideration.</p>
84.	<p>I would like to formally register my objection to the proposed 20mph zone.</p> <p>The zone is unnecessarily large, covering large proportions of roads that are nowhere near the three schools highlighted.</p> <p>The majority of main roads highlighted are wide, with large pavements where it is clear to see pedestrians and completely safe to travel at 30mph.</p> <p>Moreover, with the elderly population in the area often driving significantly under the speed limit currently, with a 20mph max limit, this would further increase congestion and the risk of accidents due to them focussing more on the new low limit than the road.</p> <p>I think a 20mph limit would be appropriate for the roads immediately surrounding the three schools but not further than this is appropriate.</p>
85.	<p>As a resident of Fulwood in the proposed area, we are writing to fully support the introduction of 20mph limit. We hope you will be in a position to introduce this in most residential areas.</p>
86.	<p>I have received details of your mooted new 20mph zones in and around Fulwood. Whilst quite clearly agreeing with your objectives of safety for all, and possible</p>

	<p>pollution issues (although not mentioned in your letter), I can NOT support the blanket introduction of 20mph across most of S10 Fulwood.</p> <p>* Having a 20mph zone is very valid where it is needed - and clearly that is outside schools at appropriate times of the day. Such zones would be respected, assuming they are identified with flashing lights, suitable signage etc, and these are the areas that DO need protection. Blanket coverage of Fulwood simply diminishes the focus on the areas which do matter!</p> <p>* Areas outside schools should also be far better 'policed' as invariably cars are parked far too close to school gates, causing traffic queues and frustration. I appreciate the use of manpower to keep traffic away and into safer pick up areas is not easy, but cameras to record and pursue offenders of double yellow lines, hazard marked areas etc would ease frustration amongst both 'child pick' cars and other passing traffic.</p> <p>* On some roads it is very difficult to limit speed to 20mph, especially when clearly there is no justification for it or any risks in the vicinity - and therefore the limit will be ignored (deliberately or inadvertently). The absence of anything 'special' around schools will mean that limiting speed to 20mph in critical areas is also far less achievable.</p> <p>* The area plan which you sent out shows 3 schools in the suggested areas, please focus your efforts on the immediate area around these schools and you will get far better results..... blanket / carpet bombing never works!</p>
87.	I strongly object to the proposed 20mph limit you want to impose in Fulwood.
88.	<p>I am writing to lodge my objection to the proposed 20 mph in Fulwood.</p> <p>This seems to be taking a sledgehammer to crack a nut. I can understand reducing speed in areas around a school but you are proposing a huge amount of area to be covered by this restriction.</p> <p>I have lived in this area for 40 years and have not experienced vehicle collisions, walkers and cyclists feeling unsafe, in fact this is a quiet residential area where we are not subjected to joy riders or dangerous anti social behaviour. I can only remember a couple of minor vehicle bumps in all that time. Do you have evidence to the contrary?? I doubt it.</p> <p>I would ask that this plan be reduced in size to match the areas around the schools.</p>
89.	<p>I am writing to express my strong objection to the proposed 20mph speed limit in the Fulwood area.</p> <p>Having been a resident of Fulwood for 30 years, I am sceptical about the effectiveness of this measure. Given the area's high population density, it's common for households to park their second cars on the streets due to limited driveway space. Consequently, it is nearly impossible to drive fast, even with the existing 30mph limit. Investing in 20mph signs and designated zones seems like an unnecessary allocation of funds, time, and resources.</p> <p>Instead, I urge the council to redirect this expenditure towards repairing the roads and pavements, providing the area with the essential care it deserves.</p>

	<p>Furthermore, considering the stretched resources of the South Yorkshire Police department, it would be more prudent to focus their efforts on addressing pressing issues such as tracking down stolen vehicles in our community, rather than enforcing a 20mph speed limit.</p>
90.	<p>I have the following objections against the wide area this proposal is to cover.</p> <ol style="list-style-type: none"> <li>1. How do you intend to enforce the speed restriction when it is not now policed under the 30mph legislation?</li> <li>2. At what cost to the council at a time when the council keeps saying that they need to save money.</li> <li>3. You state that some collisions will be avoided. Is there a crystal ball showing how many there will be?</li> <li>4. How many collisions have occurred in this area over the last 2 years?</li> <li>5. On a more practical solution I certainly would be in favour of a 20mph near or around the schools.</li> </ol>
91.	<p>Having read the letter and information available on the website, I would like to formally <u>object</u> this proposal on the following grounds.</p> <p><b>Rationale</b>  You have listed reasoning to justify the rationale for introducing a lower speed limit, including:</p> <ul style="list-style-type: none"> <li>• <i>“Lower speeds reduce the severity of injuries for anyone involved in a collision.”</i></li> <li>• <i>“Some collisions will be avoided all together.”</i></li> <li>• <i>“People are more likely to feel safe when walking and cycling.”</i></li> </ul> <p>However, no information has been provided to support these statements. You state on the website you decide where to implement the 20mph scheme based on “local accident reports”, but these reports have not been signposted or made easily available to see. Therefore, I question whether these local accident reports firmly provide the rationale for this proposal. I would also question whether local accidents are purely as a result of ‘speeding’ to warrant this proposal. It would be helpful to see this information to understand the City Council’s rationale.</p> <p><b>Evaluation of Existing 20mph areas</b>  The website lists 27 places in Sheffield where the 20mph speed limit has been adopted. What the website doesn’t state is what the impact has been since the implementation in all of these places, either positive or negative. If local accident reports are the main evidence provided to justify the proposal, then I would have expected to see some supportive evidence detailing how the change of speed limit in these locations has been a direct cause of a decrease in local accidents. The absence of this information suggests to me there is no data on this, or no data Sheffield City Council can use to justify implementation.</p> <p><b>The Plan for Drivers</b>  The Government have stated their plans to protect drivers from “over-zealous” traffic enforcement, as outlined in <a href="#">“The Plan for Drivers”</a> policy on GOV.UK. The policy states <i>“We will make it clear that 20mph speed limits in England must be used appropriately where people want them – not as unwarranted blanket measures.”</i> The information in the letter, or on the website, makes no reference to this policy. Therefore, I would question whether any consideration to this policy with regards to progressing with the proposed 20mph speed limits in Sheffield has been made. My assumption is this is not the case, as there is no information to suggest otherwise. With the two other proposals in Batemoor and Waterthorpe, along with the established speed limit in the other 27 areas, it comes across as</p>

	<p>the Council's attempt to make Sheffield a 20mph city ahead of any government policy implementation, which could block this in future.</p> <p><b>Streets Ahead Roads Development Programme</b>  On the basis there has been no clear evidence to justify the implementation of the 20mph speed limit in Fulwood, it would be appropriate for the Streets Ahead Roads Development Programme to focus the spending of tax payers' money on more pressing issues, such as the quality of Sheffield's road surfaces which are in a terrible state. Resurfacing activity has occurred near Fulwood, but only touches on the wider issue affecting Sheffield's roads. I would equally question whether local accidents are as a result of the poor quality of Sheffield's roads, and not directly related to speeding. Furthermore, I would like to see the cost impact of implementing these changes in totality (across the current 27 areas in Sheffield) and how this equates to more pressing road issues in Sheffield. I.e., is tax payers' money being spent on the right areas. If there is no clear evidenced impact a lower speed is having, then I would question why tax payers' money is being spent on this when there are other, more pressing, issues.</p> <p><b>Emissions</b>  In addition to this, with the Government's aim of setting out their path to zero emission vehicles by 2035, surely the road development programme should focus on more electric charging points than lower speed limits to make electric cars more appealing in Sheffield. Currently, electric charging provision in Sheffield is a luxury and not accessible for electric car owners. Furthermore, with the introduction of Sheffield's "Clean Air Zone" across the city, I would like to understand whether this initiative, along with the 20mph proposals are ways to punish local drivers. Initiatives like these will discourage people into the city, and with the high street in the sorry state it is, we will soon see more vacant outlets and less footfall across the city.</p> <p>In summary, I do object to the introduction of the 20mph zone in Fulwood based on the areas I have outlined above.</p>
92.	<p>I object to the widespread introduction of 20mph zones within Fulwood. I agree in principle to certain estate roads and those around schools being 20mph, this makes sense and improves safety for children and pedestrians in general. I also think that around Hallam School there should be absolutely no parking or traffic, other than residents, at school times. This would improve safety for children and be far safer than a 20mph limit. My objection is with main routes, mainly bus routes and where the road is wide and there is full visibility of what is happening on the pavements. If you can provide evidence of the increased deaths or serious accidents causing serious injury to individuals then this may go some way to persuade me but having lived in Fulwood for at least 40 years I know of very few serious collisions. Most of those I am aware of are involving cars on Crimicar Lane which isn't included, that I am aware of, on the 20mph limit. Crimicar Lane from Fulwood shops to the junction of Hallamshire Road should be 20mph as its virtually impossible to go above 20-25 mph owing to parked cars and busses. I totally agree that roads such as Winchester Avenue which is a double cul de sac should be 20 and even 15 mph on the corners the same with Westminster Estate. I also think speed bumps would be more beneficial on some of the roads as opposed to 20 mph but appreciate this is a costly exercise for the council but it's the most effective way to force a reduction in speed.</p>
93.	<p>I am writing to object to your proposal to extend the 20mph maximum speed limit in the Fulwood area.</p>

94.	I don't agree to making Redmires road to 20 mph fair enough side streets but Redmires road is a main road through from Crosspool to lodge moor which at the moment part of it is 40 mph that's a big drop in speed and with it been a long straight road nobody's going to do 20 mph it's just ridiculous.
95.	I wish to object to the proposed 20mph speed limit in Fulwood. I don't personally feel like this is required in the whole area & may actually result in an increase in "road rage" as parents attempt to travel to work after dropping their children off at school. Possibly if you just put the limit near the schools this would
96.	<p>I'd like to express my strong objection to the proposed 20mph Speed limit area in Fulwood.</p> <p>Looking at the plan, it's clear that there are only 3 existing schools in the area, so why not introduce a 20mph speed limit around them, why extend this limit to the entire neighbourhood?</p> <p>Yes surely lower speeds lead to less collisions, but in my opinion this measure is extreme and completely unnecessary. What is the point of driving if soon walking will be comparable in terms of speed. The existing 30mph limit is already protecting the public from the 'street racers' and there's no need to torment the law-abiding drivers any further.</p> <p>As for more formal reasons, slower driving with constant stops at speed bumps causes more pollution which doesn't benefit the community.</p> <p>The proposal states that "People are more likely to feel safe when walking and cycling". Well that is not achieved by banning drivers from driving at a reasonable speed, it's achieved in many other countries by giving pedestrians the overall priority while crossing the smaller roads - something that UK traffic rules seem to lack.</p> <p>I really hope the department will be able to provide a different more sensible proposal.</p>
97.	I would like to register my objection to the proposed blanket 20mph speed limit in Fulwood, whilst I agree with reducing limits near schools to introduce a blanket limit of 20mph as shown on the drawing provided is completely unnecessary & a complete waste of taxpayers money.
98.	<p>I would like to object in the strongest possible terms to the 20mph speed limit which you propose to impose on Fulwood. My objections are the following:</p> <ul style="list-style-type: none"> <li>▪ It is unnecessary – Fulwood is not an area with a high rate of traffic accidents, nor with a large number of pedestrians. I do not therefore believe the imposition of a 20mph limit will have any impact on road safety whatsoever;</li> <li>▪ The police do not have the resources to enforce the limit in any case; any sporadic enforcement that does ensue will be designed only to raise money by persecuting motorists rather than as a genuine but futile attempt to improve road safety;</li> <li>▪ The money it would cost to implement this scheme would be much better deployed in improving pedestrian safety by regularly clearing roads and gullies of leaves. Outside my own home, for instance, you have only just managed to remove last autumn's leaves despite numerous calls from residents. I believe your attentions would be better focused on doing what needs to be done within the council's existing powers (and responsibilities) than on addressing a non-existent problem by</li> </ul>

	<p>aggregating further powers to yourselves to interfere unnecessarily with residents' lives.</p> <p>Frankly I have no faith whatsoever that you will listen to what any of the residents of Fulwood think; I believe instead that, driven by your anti-car dogma, you will impose your will on us irrespective of what we think, just as you tried to do when you set out to cut down the city's trees. You are no more right in this proposal than you were then. As a believer in local democracy, however, I would be remiss if I did not set out my objection to your proposal, however, which I do hereby.</p> <p>I would be delighted to contribute to this debate further, but since I believe this consultation is a box-ticking exercise rather than a genuine attempt to canvass residents' opinions, I do not have any expectation that objectors like myself will be listened to. I would, of course, be delighted to be proved wrong.</p>
99.	<p>After reading your letter and viewing the map regarding 20mph speed limits, I do agree that around school etc, should be 20 mph.</p> <p>I was wondering if anybody has been out in person, looking at all the roads you propose to make 20mph, or is it just someone looking at a map , sat at a desk.</p> <p>I walk around the roads of Carsick Hill Crescent, Stratford Road with my neighbour's dog everyday. I very rarely see any person or any vehicle. It is a very low traffic area. Yet you feel the need to make it a 20mph area. Which in my opinion is totally unnecessary.</p> <p>Tom Lane on the other hand is a high traffic area and does require some measures to slow traffic down.</p> <p>Therefore I feel that some of it is not necessary and a waste of money. But the council are good at wasting money. So therefore I wish to register my opposition to some of the 20mph areas.</p>
100.	<p>Having studied the attached map provided with the notification I wish to object on the grounds that the proposal is too expansive. There are in my opinion areas which do not have a 20mph speed limit and need one, ie the junction of Hallam Grange Road and Hallam Grange Crescent which leads to Hallam Grange School. I suggest that a more targeted restriction be imposed around schools etc not a blanket speed restriction over the whole area.</p>
101.	<p>Objection to the proposed implementation of a 20mph zone in the "Fulwood" area of Sheffield.</p> <p>My current objection to the proposal is based on the following points...</p> <ul style="list-style-type: none"> <li>- that a, the proposal contains no data to justify the need / benefits.</li> <li>- that b, there is no explanation for the boundaries of the proposed zone.</li> <li>- that c, there are better alternatives to address speed related safety in the area.</li> </ul> <p>Point a...</p> <p>Changes such as this need to be based on hard data. It's not appropriate to cite the vague statement that "speed kills" as on this basis, every road in the country should be no more than 20mph. Measures need to be targeted and demonstrate a benefit to a proven issue.</p> <p>The council need to publish figures for the number of injuries /fatalities in the proposed zone, where excessive vehicle speed was the cause or a contributing factor.</p>

	<p>Point b... The zoned area outlined on the proposal is provided without explanation. For example, why are the few remaining roads to the west of the proposed zone omitted, and/or why does the boundary to the east stop where it does?</p> <p>Point c... Alternative measures... The proposal negates to address the real traffic issues that afflict the west half of the S10 (approx.) area, examples of which include....</p> <p>Redmires Road... Shortly after the bus terminus (beyond the Lodge Moor Hospital estate), Redmires Road reverts to the national speed limit (60mph), despite not actually leading to anywhere and being heavily used by cyclists, walkers and horse riders.</p> <p>A proactive step, would be to reduce the limit on this and other road bounded by Manchester Road (to the north) and Ringinglow Road (to the south) to 40 (or 30).</p> <p>Ringinglow Road... Despite there being a number of proven speed related incidents (including fatalities) on Ringinglow Road, heavily used by cyclists, I don't currently see any proposals to amend the speed limit there. Is there any good reason why the current 50 / 60mph sections shouldn't be reduced to 40mph, with added enforcement measures to stop vehicles using it as a race track?</p> <p>Hallamshire Road / Fulwood Road... Both Hallamshire Road and Fulwood Road, which either have on them or are major routes to local schools, suffer from vehicles well in excess of the current 30mph limit many times daily. Measures to better enforce the existing 30mph limit on these roads would be welcomed.</p> <p>These simple measures are examples of safety improvements that could be implemented with minimal cost, minimal objections and for most people, minimal impact to their daily lives.</p> <p>Where the benefits of a proposed change can be suitable demonstrated / justified, I would provide my support, but at present there is nothing to suggest this proposed 20mph zone has been correctly designed on the back of hard data, consultation or research.</p> <p>Given the council's historically problematic approach to local measures, the recent findings from that and the resulting ramifications to council members, I find it astounding that despite promises to change, this proposal (in its current form) shows no evidence of that happening.</p>
102.	<p>I'm objecting to the proposed 20 mph limit in Fulwood area, I don't think will make a blind bit of difference as drivers have to slow down near schools anyway due to the sheer amount of cars doing drop off and pick up.</p> <p>Money would be better spent with traffic enforcement officers around schools at drop off and pick up as some parents park so inconsiderately, this hinders traffic flow and builds pollution.</p>
103.	<p>I wish to OBJECT to the proposed 20 mph speed limit because you have failed to consider two important points:</p>



	<p>(1) A car emits more pollution when it is travelling at 20mph than when it is travelling at 30 mph.</p> <p>(2) A speed limit of 20 mph is too low in some areas and this will cause drivers to become angry and frustrated, which is likely to lead to accidents. This is particularly true when the road conditions are good and 30 mph is a safe limit.</p>
104.	We object to the proposed 20mph limit in Fulwood.
105.	<p>I was thrilled to receive the letter informing us of the proposed 20mph zone for our area this morning, until I studied the map and saw that Fulwood Road is not included. Not even the areas where schools are!!</p> <p>Having been a Fulwood Road resident for the past 23 years, we have seen an extremely worrying increase in the speed that traffic passes both up and down the road. There is no concern from drivers in respect to the schools, shops, bus stops, pedestrians and cyclists. It is alarming how fast traffic passes when you're simply trying to cross the road or get in your car and moving away either from our driveway or from the road. Visibility when crossing from the north side of Fulwood road to the south side (Tesco express) is very difficult due to the bend in the road and the parked cars. Nethergreen school is only about 20 metres from our house. At school drop off and pick up times there are a lot of pedestrians including children who will not be visible to drivers due to parked vehicles, yet they still drive at speed. Some parents do cycle with their children but I can understand why more don't. It must be terrifying for them.</p> <p>We also have a big problem with speeding traffic outside of school drop/pick up times with not only boy racers but all demographics of people driving dangerously fast. Noise is also a big issue for us residents, with revving engines especially driving up the road towards Fulwood both day and night.</p> <p>Engine idling is another problem. This is usually parents waiting for their children to come out of school, work men in their vans eating their lunch, taxi drivers, delivery drivers or simply people wanting to either keep themselves comfortably warm or cool in their vehicles with no concern for air quality or using unnecessary fuel. Plenty of areas around schools display "no engine idling" signs. Surely this should be across the whole city.</p> <p>I would suggest, to avoid any more accidents or near misses, a 20mph limit should cover the area from just before Stumperlowe Lane to just past Graham Road. It would also be very much appreciated if the area could be monitored or patrolled in some way so this huge issue is seen first hand and that measures are taken to help resolve it.</p> <p>Please do not hesitate to contact me regarding this situation.</p>
106.	<p>Thank you for your letter dated 2.11.2023. Having examined the map I see the proposed 20mph limit is expansive and wonder how this has been matched to accident statistics in the area. Sadly that evidence is not included. Whilst I fully understand the desire for 20mph near schools I do not agree with the wider area proposed on the included map. This will just lead to frustration and criminalisation of otherwise lawful members of the public.</p> <p>If a 20mph limit is to be commissioned it should be local to the three schools listed on the map and should relate to school hours - certain times of day - even 6am - 6pm but not during the evening or night.</p>

	<p>There will be a cost/benefit to the proposal and I would have thought it incumbent on the council to repair roads prudently rather than spending on a wider 20mph.</p> <p>I am a cyclist and cycle to work. I feel vulnerable to deep ruts in Slayleigh Lane and Rustlings Road (where I have to go on the opposite side of the road to miss highly dangerous imperfections in the road surface)</p> <p>It is a personal view – but one I can evidence – unlike the letter sent out by yourselves.</p>
107.	<p>I object to the proposed 20mph speed limit restriction planned for Fulwood for a number of reasons (not in any order of significance, yet all important).</p> <ol style="list-style-type: none"> <li>1. The cost of implementing such a scheme.</li> <li>2. The fact that the 20mph restriction will still be enforced at quiet times of the 24 hour period, when there are less schoolchildren/pedestrians/cyclists about, and overall less traffic e.g. after rush hour, over night, during school holidays, etc.</li> <li>3. I have lived in Fulwood for 30 years and not heard of any fatal collision in the area. Where are your statistics about local collisions?</li> <li>4. Would it not be better spending our money improving the abysmal local bus services? More frequent buses would potentially mean less cars on the road.</li> <li>5. Sticking to a 20mph speed limit necessitates constantly looking at one's speedometer, which means the driver is not fully concentrating on what's happening on the road - causing a risk of an increase in collisions rather than a reduction.</li> <li>6. There are other ways of traffic calming which wouldn't inflame local residents so much.</li> <li>7. Presumably there would be another increase in council tax? Please don't waste our money like the council has done in the past.</li> </ol> <p>Please listen to the local residents.</p>
108.	<p>I write to oppose the plans proposed for a 20mph zone which blanket covers the entire Fulwood and Lodge Moor area in Sheffield, which was put forward by your letter of 2 November 2023 (received 28th October 23).</p> <p>I have no issue with a 20mph limit being imposed on the specific roads directly outside the 3 schools in this area, but to seek to impose a blanket 20mph limit across the entire suburb is absurd.</p> <p>Fulwood and Lodge Moor is one of the hilliest areas in Sheffield up above the snow line. To try and travel at 20mph only around this entire area is very difficult and requires a low gear with a high rev. To drive like this up steep hills burns considerably more petrol which not only is awful for the environment but substantially increased the money being spent on petrol by residents in the height of a cost of living crisis.</p> <p>Redmires Road is included within your proposed limit area, this is a 40mph limit currently, it is a long straight and wide road with very large grass verges between the road and the pavement and the golf course on the other side. There is absolutely no need for this to become a 20mph.</p> <p>If, as appears to be the aim of Sheffield City Council, this is another plan aimed at making driving cars more difficult around sheffield, I would question the impact of this plan on bus services in the area. A 20mph zone across the whole suburb will of course significantly impact the bus services to the area, bus timetables will need to be changed accordingly and they will struggle up the larger hills such as Crimicar Lane.</p>

	<p>Having lived in the area for most of my life, and based on the information widely available online, Fulwood and Lodge Moor has an extremely low car accident rate. So to claim this is required for safety does not make sense, this is not an area known for car accidents which requires action to be taken to lower the incidents. There are little to no issues in the area which require any action.</p> <p>For the reasons above, I object entirely to this proposed 20mph zone. If you wish to impose 20mph zones directly outside the schools in the area then that I would consider acceptable, but to seek to impose a full 20mph zone across a whole suburb is just plain lazy.</p> <p>In light of the above, please consider this a formal request under the Freedom of Information Act 2000 for the following information:</p> <ol style="list-style-type: none"> <li>1. Please provide the road accident information for this area over the last few years which must have been compiled to consider this plan, including the statistics for road accidents.</li> <li>2. Please provide the environmental research undertaken by yourselves or consultations were undertaken in considering this proposal and the likely impact of vehicles driving in lower gears at higher revs in order to travel up the steep hills at a lower speed.</li> <li>3. What the basis for a full 20mph zone as opposed to only imposing a zone directly around the schools</li> <li>4. What consultation was undertaken with the bus services as to the impact these plans will have on bus services to the area</li> </ol> <p>I look forward to hearing from you as regards DH above and my FOI request within the next 20 working days.</p>
109.	<p>I would like to register my strong opposition to the proposed 20mph speed limit area in Fulwood. I have lived in Fulwood for 29 years and object to the extent of these plans.</p> <p>Apart from the cost of implementation there is no research pointing to the need for these changes. Unnatural speed limits such as these cause too much speedometer watching leading to more danger. Also, is it really necessary to drive at 20 mph on these streets at, say, 2 am? Research has shown that many driver's will ignore unrealistic speed limits. The research about extra pollution caused by this and injury statistics are both far from clear. I disagree with your assertion that these changes would make Fulwood either safer or more pleasant.</p> <p><b>PLEASE LISTEN TO THE PEOPLE WHO LIVE HERE.</b></p>
110.	<p>I wish to object to your proposed 20 mph speed limit in the Fulwood area. I already feel safe travelling in my local area and do not see any future benefit arising from your proposal.</p> <p>- Where speeding is a problem it is due to drivers breaking the existing limits and steps could be taken to enforce the current limits.</p> <p>The only recent accident that I recall involved a school child. It took place on a known blackspot and after your inquiries you failed to take action to improve the crossing point or improve visibility for pedestrians and drivers. I refer to</p>

	<p>Hangingwater Rd. and I would support spending money to reduce the danger here and at other known blackspots.</p> <p>Many of my local friends and neighbours are walkers and cyclists, but their journeys to shops, to work etc are simply not feasible using a bike or walking. I doubt that that 20mph speed limit would do anything to change this.</p> <p>I note that you provide no facts or figures to support your proposal. I am, therefore, not convinced that a 20 mph speed limit will achieve any reduction in accidents or increase in walking or cycling, so I cannot support the proposal and must object.</p>
111.	<p>I STRONGLY OBJECT.</p> <p>I think this is a complete waste of time and money. The council should be considering more important things.</p>
112.	<p>We object to the proposed Fulwood 20mph traffic speed limit Area.</p> <ol style="list-style-type: none"> <li>1. It is a hilly area and to limit speed to 20mph will require either braking continually (brake pad wear) or changing to a lower gear which would increase engine revolutions and increase pollution.</li> <li>2. What evidence have you that imposing a 20mph limit in this type of terrain would reduce accidents or pollution?</li> <li>3. What evidence have you that people will feel safer when walking or cycling</li> <li>4. How do you define pleasant when cars could be producing higher emissions.</li> </ol>
113.	<p>I'm a resident and fully support the idea that areas in the immediate vicinity of primary schools should be 20mph HOWEVER the extent of the proposed area covers huge swathes of Fulwood that have no reason to be made 20mph. It will cause unnecessarily slow moving traffic in areas with wide roads and very few pedestrians. Please take this as my wholehearted objection to the proposal.</p>
114.	<p>I would like to register my objection to the 20 mph proposal for the Fulwood area. I have seen this in operation in Wales and do not think it is a sensible proposal.</p>
115.	<p>As a resident of Fulwood I would like to strongly protest the idea of 20mph zones.</p> <p>The current map of the planned zones is expansive and would cause a lot of traffic in an area which already gets busy during peak times. The reduced speed and use of lower gears would increase CO2 and noise pollution in a residential area.</p> <p>This is a residential area and in all the years I have lived here everyone respects the areas around schools and drives slower when there are children around. There is no need to formalise a 20mph zone and waste taxpayer money on the creation of the zone and the ongoing enforcement of the 20mph restriction.</p> <p>The council should not put this into place without consulting the residents of the area in which they plan to put the zone in.</p>
116.	<p>Further to your letter of 2/11/23, I would like to register my wholehearted support for the proposed 20mph speed limit in Fulwood</p>
117.	<p>I would like to register my objections to this ridiculous proposal.</p> <p>The area affected is far too big and most of the problems are caused by inconsiderate parents dropping off and collecting their children-they park in dangerous places and cause children to have to step out from behind cars. Focus</p>

	<p>on these rather than other drivers who are by a vast majority abiding by the speed limits and are vigilant near schools. I'm unaware of any incidents that have occurred in the Fulwood area!</p> <p>Children should be encouraged to cross at pedestrian crossings rather than suddenly stepping out in front of vehicles-this particularly happens around secondary schools.</p> <p>As for cyclists, they are the worst perpetrators of road safety- they weave in and out of traffic with total disregard.</p> <p>I would urge the council to think again!</p>
118.	<p>I received today a letter outlining your proposal to change the speed limit to 20mph for the Fulwood area. After using a magnifying glass to understand further the roads involved as it was virtually impossible to read it with the naked eye it, I do not understand why it has to stretch out and have an impact on so many roads.</p> <p>I understand that the exercise is to reduce accidents and serious accidents causing serious injuries and death which we would agree to but there are pockets where a 20mph makes more sense rather than costing and using manpower for painting roads and putting up signs. Fulwood Village, around schools and possibly around the Westminster estate, Barncliffe shops and Lodge Moor shops are the best examples perhaps. How much further is the council proposing to take the 20mph zones out. The fumes from cars and the frustration of drivers braking constantly downhill has not been mentioned. I just wonder about the sanity of it all and will we ever know whether our health has improved because of these measures in 5 years' time by which time no doubt this clean air zone may well have included cars.</p> <p>In a perfect world we could all afford electric cars and be fit and healthy to cycle, but we can't and we are not.</p>
119.	<p>I am writing this email to formally object to the proposal of reducing all roads speed limits to 20mph. I do not feel this is necessary for all roads, only roads with schools on.</p> <p>Also I feel Hallam Grange Crescent could easily be made safer by making it a one way system. This will reduce congestion on the road as currently there are a lot of issues with cars unable to pass each other and it means cars will only be coming in one direction when crossing.</p>
120.	<p>As ever I don't agree with a Council barmy decision.</p> <ol style="list-style-type: none"> <li>1. Yes around schools and known accident areas please let me know:- the number of accidents to Fulwood residents in a school zone and why not just have school zones? The average number of accidents in a non school in the current 30 mile zone. Have you counted them?</li> <li>2. You are making it safe for residents who cycle and walk in Fulwood not many do it's too hilly and with kids and shopping and health and age impractical. That doesn't leave many residents left in this at risk bike and pedestrian category.</li> <li>3. Cars running slowly are very uneconomical and an emit more exhaust fumes. Did you know this? I would rather care for the environment that supports life than a rare and random accident to a cyclist / pedestrian within the 'Zone'.</li> <li>4. Once you are outside the zone you become at risk again? - so the sense would be to have 20 mph everywhere or nowhere. Half way makes no sense.</li> </ol> <p>When is this Council going to make a trip around this city an enjoyable experience? I went into the city centre recently and it was not a nice welcoming</p>

	<p>experience at all. You are building on all the car parks the shopping centre is a disgrace and there are still people begging? Stop sending out useless maps that you can't read without a magnifying glass and spend the money on making this city a nice place to live please.</p> <p>No I don't agree with your 20mph zone and I will never be persuaded that it is a good idea to use public money for this. And btw as for you putting plant pots in the middle of the public highway - its against the law to obstruct the public highway?! Did you know this?</p> <p>This Council is a laughing stock are you aware? Perhaps maps in the city centre would be good idea - for both residents and visitors. I heard you were digging up the expensive cobblestones laid in Fargate - why? Because they were a safety hazard which everyone knew from the beginning. The Council has a very long list of wasting money ideas. Student Games? have I paid for the yet</p> <p>Sorry but you did ask for comment.</p>
121.	<p>I am writing to object to the proposed 20mph limit area for Fulwood, where I live specifically or any other area in the city for that matter.</p> <p>I do not think that the proposed change will make any difference to statistics for injuries and It will also increase pollution. 30MPH is already a satisfactory limit and 20 is far too slow. In many of the areas where the limit is proposed, you would only do 20-25 anyway and criminalising people who exceed this is not acceptable. It would seem, like the city centre zone more about raising more revenue from citizens who already pay too much for the running of the city.</p> <p>I do not accept any of my council tax going towards this.</p>
122.	<p>Just received your letter proposing a 20mph zone in Fulwood.</p> <p>Another idiotic meddling idea from Sheffield City Council. Presumably your next step will be to dump planters in the middle of streets as you have done on Crookes to further annoy everyone.</p> <p>Lived in the area for many years and never seen an accident involving a vehicle and a pedestrian, let alone a child. So, this is a completely unnecessary measure showing how completely out of touch you are with reality.</p> <p>I object most strongly to this waste of time and money.</p>
123.	<p>I have received your letter dated 2nd November regarding proposed changes to the speed limit in Fulwood.</p> <p>Firstly, I received a letter dated 2nd November last week, on Thursday or Friday 26th or 27th nearly a week before the date on the letter.</p> <p>Secondly, the font size on the map is far too small for anyone to actual understand what roads are affected. No one in my family can make out any of the road names.</p> <p>Finally, has anyone on the project visited the area in a car. Had anyone tried to drive down Crimicar Lane or Brooklands Avenue at 20 mph. Without excessive braking it is impossible. I would be grateful if a project team member could accept my challenge and try to drive along Hallamshire Road and Fulwood Road and the other roads I have mentioned without breaking the speed limit.</p>

	<p>Whilst I am fully supportive of reduced speed limits around schools, to make a whole area a 20 mph limit is ill thought through. I would be happy to support a reduced limit on roads immediately surrounding a school but the key cause of danger is poor and dangerous parking by parents collecting their children.</p>
124.	<p>Please enforce 20mph speed limits around schools and nurseries 🙏. It doesn't need to be 20mph everywhere else</p>
125.	<p>Whilst the 20mph zone would be safer in Fulwood, I do believe the proposed area is too large and it will not be adhered to.</p> <p>It needs to be focused on the roads which are narrow, used as short cuts, vehicles drive too quickly along them or there is a history of collisions rather than targeting the whole area.</p> <p>The signs will be ignored whereas if it was a concentrated area or areas then it is more likely to be impactful.</p> <p>I therefore do not support the current proposal.</p>
126.	<p>I object to the proposed order. I have attached a mark-up of the plan showing through roads that should be retained at 30mph.</p> <p>The letter informing me of the scheme and dated 2<sup>nd</sup> November 2023 was not delivered to my house until 30<sup>th</sup> November 2023 (yesterday). According to the Order, on the website (the website stated on the letter), objections must be sent in writing by 30<sup>th</sup> November. Insufficient time has been allowed to make an objection by the stated date. I therefore ask for confirmation that my objection is not time barred. I also request that you confirm that other residents in Fulwood have been given sufficient time to make their views known in writing before the 30<sup>th</sup> November.</p>
127.	<p>Dear Sheffield Waste of Space, Waste as much money as possible on anything other than what is really needed and matters council.</p> <p>I'm just so let down to again see that this council is looking to waste money on something like 20mph zones. The roads are so poor, congested and built up that to do over 20mph in these areas is already pretty difficult. But to now see that instead of allowing drivers to regulate their own speed as to the road and conditions you're going to stick up signs that will do nothing. No one will pay attention to them and you won't be putting in anything that actually enforces drivers to do this speed. Even if you do put in "traffic calming measures" it still won't make a difference and again will just be a waste of money! <a href="https://www.gbnews.com/lifestyle/uk-drivers-speeding-20mph-zone-unenforceable">https://www.gbnews.com/lifestyle/uk-drivers-speeding-20mph-zone-unenforceable</a></p> <p>It's therefore just a complete waste of money! But why am I surprised, that's all this council does. Instead of spending the money fixing the mess that Amey has made of our roads, the pot holes, line painting, cleaning drains, road sweeping, better flood defences, spraying for weeds, fixing junctions with filter lanes or improving traffic flow, it will come as no surprise to anyone that you're just out to waste more money!</p> <p>There's been calls for a crossing on Hangingwater Road where it meets Whitley Woods Road for years but no, lets stick up signs that drivers can ignore instead! It won't ACTUALLY make the roads safer, "but it looks like we're doing</p>

	<p>our jobs in attempting to make roads safer oh and we get to waste some money as well!"</p> <p>I know that this will fall on the deaf ears of someone that's pushing for this and to waste more of the taxes I pay you for even less and less each year but it's made me feel a little bit better to send to you.</p> <p>Please don't reply, I'm not interested in the lip service that you're going to pay me while I try to run a small business in an economy where councils could be supporting us by engage small business and using us, instead of nationals and conglomerates with fat cat directors skimming more off the top than they pay the hard working staff at the bottom! All of this while you waste our taxes on schemes of "change" instead of just making what we have work and be right, i.e. the biggest bug bear of everyone in this country POTHOLES!!!</p>
128.	<p>I am writing to express my concerns and opposition to the proposed plan to reduce the speed limit from 30mph to 20mph in the Fulwood area of Sheffield. While I understand the intentions behind this change may be to enhance safety and reduce traffic-related incidents, I believe that this reduction is not the optimal solution for our community and may indeed have unintended negative consequences.</p> <p>The Fulwood area is characterized by its efficient flow of traffic which contributes significantly to the ease of commuting for its residents. The current 30mph speed limit strikes a balanced compromise between safety and traffic fluidity. Reducing the limit to 20mph could lead to increased travel times, potentially causing congestion, especially during peak hours, which in turn may lead to higher levels of pollution due to idling vehicles.</p> <p>Moreover, the 20mph speed reduction may not significantly improve safety in an area where the accident rate is already low. It is crucial to base such changes on concrete data rather than a presumptive safety benefit. The implementation costs for new signage and road markings, along with the enforcement of the new limit, could be substantial. These funds could be more effectively utilized in other areas of road safety improvement that have proven efficacy, such as better street lighting, pedestrian crossings, and road maintenance.</p> <p>I also believe that community education on safe driving and the enhancement of public transportation would be more beneficial long-term solutions for Fulwood. Encouraging residents to abide by safe driving practices and offering robust public transit options could alleviate the need for such stringent speed restrictions.</p> <p>In conclusion, while I support measures that improve the safety and quality of life in Fulwood, I am not convinced that a blanket reduction to a 20mph speed limit is the right approach. I urge the council to reconsider this proposal and look into alternative measures that can deliver the intended benefits without the aforementioned drawbacks.</p> <p>Thank you for considering my perspective on this matter. I look forward to a response that addresses these concerns and outlines how the council plans to proceed.</p>
129.	<p>I would like to register my objection to the 20mph speed limits in the area shown as I don't believe the existing ones in other districts have worked and the money could be better spent on road maintenance</p>



130.	<p>I would like to register my objection for the proposal of a 20 mph speed limit in Fulwood.</p> <p>I would be interested in viewing the statistics to underpin the reasons you have cited to lower the speed limit; that some collisions will be avoided altogether and that people will more likely feel safe when walking and cycling. How is it that you have arrived at that conclusion in particular before you have requested opinions of said reduction in speed limits?</p>
131.	<p>I am all in favour of reducing speed limits from 30 mph to 20 mph on smaller roads with lots of parked cars etc.</p> <p>However I do not believe a blanket 20 mph one size fits all approach is the correct one</p> <p>For example, Redmires road towards Hallamshire Golf Club is never in a million years suitable for 20 mph</p> <p>On the subject of road safety where many bad accidents happen is it not time that small country lanes with ridiculous 60 mph limits were reduced to 40 mph?</p>
132.	<p>I am writing this email to formally object to the proposal of reducing all roads speed limits to 20mph. I do not feel this is necessary for all roads, only roads with schools on.</p> <p>Also I feel Hallam Grange Crescent could easily be made safer by making it a one way system. This will reduce congestion on the road as currently there are a lot of issues with cars unable to pass each other and it means cars will only be coming in one direction when crossing.</p>
133.	<p>I am writing to object to the proposed 20mph limit area for Fulwood, where I live specifically or any other area in the city for that matter.</p> <p>I do not think that the proposed change will make any difference to statistics for injuries and It will also increase pollution. 30MPH is already a satisfactory limit and 20 is far too slow. In many of the areas where the limit is proposed, you would only do 20-25 anyway and criminalising people who exceed this is not acceptable. It would seem, like the city centre zone more about raising more revenue from citizens who already pay too much for the running of the city.</p> <p>I do not accept any of my council tax going towards this.</p>
134.	<p>As a resident of Fulwood, I see this as an ill-conceived, kneejerk proposal.</p> <p>Where it has been introduced, there is clearly no capacity to enforce it and any attempt to observe it produces dangerous tailgating and, in practice, less concentration on the road.</p> <p>By all means have 20 mph limits at peak morning and evening times outside schools if you can acquire the capacity to enforce this speed limit. You certainly don't seem able to enforce parking restrictions and please turn your engine off request outside schools!</p> <p>I certainly most definitely vote against an unenforceable blanket proposal which will generate stress and strife between drivers (see the recent letter in the times on this very subject) and distract from careful and observant driving.</p>
135.	<p>I am writing to object to the proposal to introduce 20mph zones.</p>

	<p>I am in agreement to the roads with a school on them but the most dangerous is Nethergreen Junior School and this isn't included in the zone.</p> <p>Research has shown that cars travelling at low speeds increases pollution.</p> <p>This is just the next step to introducing LTNs in the area. It is part of the council's hatred of cars and part of the plan to completely destroy this once great city.</p>
136.	<p>I would like to register my strongest possible objection to this proposed scheme. There is no basis for carrying this out as even the current 30mph schemes are not properly enforced. Even the 20mph areas that currently exist in the High Storrs area are poorly enforced. I was told by one of the councillors that the basis for putting in a 20mph speed limit is "if you have a 20mph speed limit people will keep below 30mph" which seemed to me to be beyond foolish. If you want people to drive at less than 30mph enforce a 30mph speed limit!</p> <p>I am scrupulous about sticking to speed limits but, when driving through the current 20mph limits, I am often harassed by other vehicles, especially white vans, driving within inches of my rear bumper.</p> <p>I can see the justification for 20mph limits adjacent to schools but then only during the period that children are likely to be present. The solution adopted in Australia of having timed 20mph zones that are operational around school opening and closing hours but not at other times makes much more sense.</p> <p>I would be very surprised if 20mph speed limits are generally supported by the residents of the area and feel that you cannot legitimately go ahead with this unless you have a mandate from those residents. Therefore, I call upon you to put this to the vote with a binding referendum. I appreciate that it would be expensive to carry out such a referendum, however, there is a general election coming up next year and a referendum could be carried out in parallel with that with the plans having been put on hold in the meantime.</p>
137.	<p>I object to the proposal to put 20mph speed limit on the numerous Fulwood roads listed on your website.</p>
138.	<p>I live in Fulwood and do not want this area to become a 20mph area.</p>
139.	<p>The average speed in built up areas is around 18mph – less than the proposed limit. Reducing the limit to 20mph will reduce this further causing frustration to road users. Cars still provide a major form of personal transport especially where distances make cycling and walking impractical. When the public transport system is improved, that would be the time to discourage car use. Reducing personal and especially commercial transport will negatively impact the local economy.</p> <p>A better way of reducing casualties is to ensure proper compliance with and policing of existing laws. As an example, cars at Nethergreen middle school often drop off children whilst parked on double yellow lines or else on the zig-zag lines of the crossing. A simple solution which has been left unattended to for several years.</p>
140.	<p>I totally object to the inclusion of 20mph restrictions.</p> <p>The pollution caused by reducing the speed from 30mph to 20mph by far outweighs the benefits. Children's health will be put at risk by this reduction</p> <p>You, the Sheffield City Council have already put residents health at risk by chopping down trees that produce oxygen to sustain life.</p>

	I totally reject this proposed speed limit
141.	I am writing to object to the proposed 20mph speed limit in the Fulwood area. Whilst I appreciate this would be acceptable for the roads around school the area proposed as it stands in Drawing No. TR-208013 197-TRO-001 incorporates main roads such as Sandygate Road (part of which is currently 40mph), Sleighleigh Lane & Hallamshire Road. A 20mph speed limit on such roads is an unnecessary distraction that will just cause frustration and unlikely to reduce accidents. For the cyclists in this area to feel safer I would suggest they try sticking to the current speed limit which many do not.
142.	<p>I am writing to express my disappointment in Crimicar Lane, particularly the lower half toward Fulwood Rd, not being included in the 20mph zone.</p> <p>Vehicles regularly exceed 40/50/60mph, the road passes a nursery, cars have lost control numerous times, destroying a bus stop directly outside the nursery, and a wall in a private garden in separate incidents. This and other incidents have happened in the three years I've lived on the road and the cars noticeably drive too quickly down the steep road, and there are no speed bumps, speed cameras, traffic calming or speed limit signs in place. I and many others cannot allow my children to play close to the road.</p> <p>The road is often busy with children each morning, and the problem extends onto Brookhouse Hill towards Fulwood Road on the steep bend. The pavements are narrow, hardly space for parent and pram; cars, buses and trucks pass too quickly and very close. It is not safe for a child to walk up.</p> <p>Indeed, Crimicar Lane is one of the few roads where drivers are able to exceed 30mph, so I can't understand why it has been excluded.</p> <p>Walking or cycling to school and around the area should be a pleasant experience, and we should encourage children to exercise. The exclusion of Crimicar Lane and Brookhouse Hill is totally detrimental to this aim.</p>
143.	<p>I strongly object to this ridiculous idea. I live within the proposed area and have children.</p> <p>Your logic is beyond ridiculous – why don't you make it a 5mph or 10mph limit? – it would save even more lives.</p> <p>Do you really think the Ranmoor/Fulwood population wants/supports this? I don't know one person that does. It's as daft as your no parking on Ecclesall Road proposal.</p>
144.	<p>As a resident of carsick hill crescent both my wife and I are APPALLED AT THIS INSANE POLITICALLY CORRECT NONSENSE.</p> <p>This is a waste of public money and the fumes given off from cars driving at artificially low speed speeds will only make pollution worse the money would be better spent removing the speed bumps already in place .</p> <p>My wife and I object to this stupid and unnecessary policy in the strongest possible terms. Just because the brain dead first minister of Wales has adopted the same policy does not mean you have follow him like sheep .</p>
145.	We have received information this morning about the proposed 20mph zoning for Fulwood.

	<p>Firstly the map is impossible to read and the roads completely unclear.</p> <p>To me the project is a complete waste of time effort and money. How many accidents have there been? Motorists can only go at 20mph in most areas of Fulwood and why would children find it a more pleasant place? How can you say some collisions will be avoided?</p> <p>Once again Sheffield Council is against the motorist when most are courteous and careful on the roads.</p> <p>Please think again and use the money for something else.</p>
146.	I object to the proposed 20 mph area in Fulwood.
147.	<p>Objection:</p> <p>I would like to register my objection to the new 20mph speed limit area as detailed in your letter of 2nd November 2023.</p>
148.	I object to the proposal. As a resident I don't see an issue with 30mph, and have no safety concerns. So this proposal is a poor spend of council money. Also a potential stealth tax.
149.	<p>I wish to object to the scale of the proposed 20mph speed limit in the Fulwood area.</p> <p>I agree entirely that there should be a 20mph limit around schools, and that this should include roads in the immediate vicinity of schools where children may be walking. However to introduce the speed limit to the whole area is draconian - trying to maintain 20mph in a petrol car going up some of the steep hills in the area is almost an impossibility and will certainly cause more emissions. Additionally having to watch the speedometer constantly means not watching the road properly and could actually therefore lead to more accidents, not less.</p> <p>Maintaining a 20mph speed leads to less efficient petrol consumption - I am an OAP and the fact that I live in Fulwood does not mean I am a millionaire.</p> <p>I do also feel that the Council could and should spend the money required for all the signage etc required if the proposal was to go ahead for the whole area on more important and pressing issues, potholes and leaf clearance being but two obvious ones.</p> <p>In short I support the proposal around schools but not as an all encompassing speed limit for the whole area.</p>
150.	<p>Thank you for your letter regarding the above proposal. I wish to object to the proposal on the following grounds</p> <p>It is already difficult to sustain 30mph speeds in most of the roads in the area under discussion;</p> <p>The volume of traffic within this area during day time driving already restricts speed to a safe level, especially near schools, where speeds are close to 10 mph when children are entering or exiting the school and being dropped off by parents.</p> <p>It would be expensive, disruptive and non productive to restrict speed to 20mph, given the amount of signage which would need to be changed.</p> <p>On some hills a 20mph limit is impossible, as vehicles climbing these hills will stall, resulting in congestion and some danger of collision. I have seen this for myself in other area of sheffield where 20mph has been introduced.</p>

	<p>In short, it is a daft idea, will achieve nothing, and is unnecessary given the terrain under consideration. I do not support 20 mph zones because:-</p> <ol style="list-style-type: none"> <li>1. I think you are paying lip service to appease the green lobby and creating such zones will have little or no effect.</li> <li>2. Do you have any substantiated evidence in support of your claims?</li> <li>3. How would you intend policing the new limit and can you confirm how many prosecutions there have been in respect of breaches of this limit in other areas of Sheffield?</li> </ol> <p>It will be of interest if you can publish detailed answers to the above so that members of the public can be fully informed before you proceed and if you will also publish details of the implementation of your proposal.</p>
151.	<p>Thank you for your recent letter (dated 2<sup>nd</sup> November 2023! In advance) about the proposed 20mph Speed Limit Area for Fulwood. I am a local resident of the area and am accepting your offer to register my objection.</p> <p>My objection is because, possibly unlike some other areas, the general traffic in Fulwood usually travels at a reasonably slow speed in spite of your proposal. However, a reduction of the speed limit from 30mph to 20mph would in my opinion actually make the traffic flow less safe owing to it causing a large increase in disgruntled drivers caused by more slow cars in front of them, and their thereby resorting to dangerous manoeuvres where hardly any exist at present in this quiet area. In particular this would be true for traffic which crosses the Mayfield Valley and through Fulwood village during rush hours as the cars cross town.</p> <p>I therefore register a most strong objection to the proposal as in practice it would be deeply counter-productive to present slow and considerate traffic habits in Fulwood.</p> <p>Whilst writing, could I mention that your no parking or loading restrictions at the bottom of Crimicar Lane in Fulwood village are very regularly ignored by Co-Op lorries delivering supplies to the Co-Op store there. However this corner is on the regular main 120 bus route and the buses and other traffic have great difficulty turning this sharp corner when the delivery lorries are parked there (illegally). This is a constant and regular traffic hazard which appears much more dangerous than, for example, traffic driving too fast in the area as per your proposal, and yet your own parking restrictions appear never enforced by the Council. Could you resolve this regular situation?</p>
152.	<p>I would like to oppose the proposed 20mph speed limit in Fulwood. I think the areas around the schools that are 20mph zones are quite sufficient and it is not necessary to expand these areas to the limits you propose.</p>
153.	<p>Please take this email as my objection to the proposal of speed limit of 20mph in the Fulwood area as this would not serve much purpose to an already busy stretch.</p>
154.	<p>A 20mph policy fails to act in the public's best interest in any way. The Highway Code has worked well for 100 years.</p> <p>The proposal fails to provide any evidence for the so-called 'benefits' of lower speeds; using vague, unsubstantiated claims.</p>

	<p>Far more people are lost each year due to poor NHS management including ambulance delays than could be lost from a 10mph speed differential, although perhaps you could provide some actual data. As an Environmental Scientist, I can confirm there is no data to support your claims.</p> <p>It fails to provide any cost-benefit analysis. How much taxpayer money would be spent on signage etc to implement this project?</p> <p>The proposal conjures up ideas which conceal your true aims of controlling individual car use and implementing stealth taxes. The road to hell is paved with Agenda 30 SDGs which have never received public approval.</p> <p>Please remember, as public servants, you serve us, not the other way around.</p> <p>In areas of the UK which have already implemented such a project, opposition has been rapidly increasing and is now overwhelmingly against such an undemocratic and anti-people strategy.</p> <p>I object to this.</p>
155.	<p>Whilst the principle of limiting speed in localised areas in which the added restriction would be beneficial at specific times and days is a sensible measure to reduce risk on the highway, a blanket cover for all hours and days is neither enforceable nor desirable. Many vehicles will exceed the limit not due to driver intent but because modern smaller vehicles do not operate well at such a low speed and for IC engines the necessary use of low gears will increase exhaust pollution, the same way that stop/start traffic is more polluting than continuous speed driving at 30-50mph. Furthermore, drivers aiming to observe the new limit could spend time eyeing the speedometer, not looking for hazards.</p> <p>If the aim is to make the area safer and more encouraging for pedestrian travel, then rather than spend money erecting signs, painting the road and introducing enforcement devices, spend effort and money on making the pedestrian causeway more accessible. Within the area of the proposed 20mph zone many landowners whose boundary abuts the public highway allow plant growth to overtop or otherwise encroach upon the causeway, obliging pedestrians to duck or walk in the roadway. Is it not possible to distribute notices legally forcing landowners to not obstruct the causeway, or for Streets Ahead to cut the vegetation and then issue an enforceable invoice for the work? Also - the pavement, gutters and drains in the area along the whole length of Fulwood Road from Broomhill to Fulwood shops and the surrounding residential streets are not cleared of silt, leaf and items ejected from vehicles resulting in injury from slipping, splashing from blocked drains and in some locations the ponding of run-off water - all avoidable by regular maintenance.</p> <p>So - YES to limited places of 20mph enforcement, NO to a blanket area and YES to significant effort to clean the public causeway and free it from restricting undergrowth.</p>
156.	<p>I strongly disagree with suggestions of this ridiculously slow speed!! Granted, this would be useful in certain areas of high accident potential. But definitely not in all of Fulwood.</p>
157	<p>We would like to <u>register our objection</u> to the proposal and state <u>what would be required for us to support an evidence based variant</u>.</p>

We object because speed limits take a one sided approach to traffic safety which ignores the remorseless increase in the tonnage of cars and other vehicles, individually and collectively.

The 'killing speed' of a small car weighting 1000 kg or less is around 40mph; whereas the killing speed of a very large SUV, weighing 4000 kg or more is 10mph.

This is because killing speed, where the large majority of pedestrian victims are likely to be killed, is related to the momentum of the vehicle, which is the product of a vehicle's velocity and its mass.

So, Momentum = mass x velocity.

Double the mass, halve the velocity; halve the mass etc.

In recent years, this has become an urgent matter because battery driven cars are double the weight of their petrol equivalents. Why the difference in weight? At least four reasons. First, batteries with long endurance and power are extremely heavy. Secondly, they require counterweights at front or back to stop the car upending and to remain stable on the road. Thirdly, batteries are voluminous and require a bigger frame hence more weight. Fourthly, batteries are very expensive and those who can afford the technology generally prefer bigger cars for their money.

In this regard, we note a change of stance of the motoring organisations and motoring lobby. They now support speed restrictions. We believe this is to distract attention from the other aspect of 'killing speed' ie the mass of the vehicle, the mass of the SUV, the mass of the battery driven vehicle, tie he supposed future of private transport. In recent years, the improvement in road fatalities has stalled. This is due to the increased mass of vehicles and the reduced killing speed that results. There were pedestrian survivors from 30mph and 40mph accidents when most cars were small and light, much fewer when many cars are SUVs, even less as we move towards battery powered cars being the norm. A quick reduction in speeds might avoid an embarrassing increase in road deaths, which might even challenge the growth in battery powered private transport amid calls for a rethink. This does happen eg false - and corrupt - data on diesel emissions was successfully exposed.

Other aspects of battery technology are also being glossed. The Luton Airport car park fire was blamed on diesel fuelled vehicles. This was a foolish gloss as diesel is notoriously dsifficult to burn and filming by the public demonstrated the ferocity and speed of the fire, reminiscent of recent footage of electrical bicycles fires. This indicates the presence of metals used in powerful batteries, such as lithium in either initiating or stoking that fire. Similarly, a couple of years ago, the scientific press were highlighting how toxic to ecosystems was the mining and on site processing related to powerful batteries. Almost all of the 40,000 new mines globally are related to this technology and the majority of the world's ecosystems are within 50 kilometres of such a mine, leaving them exposed to air and water carried toxicity. The specialist press have recently gone quiet about a danger that grows every day.

Have you considered differential speed limits for different weight vehicles or imposing weight bans on some roads? This would sit closer to the science than your current proposals. Please note that mayors of some French cities, such as Paris and Lyon, have begun to impose bans on SUVs, mainly to relieve congestion.

Your current plan imposes a blanket 20mph to the whole ward except Fulwood Road. The map is misleading because on the Eastern boundary of the ward, four more schools are either on Fulwood Road or immediately adjacent to it. No North-South Road will retain a 30mph limit. This will inconvenience those making

journeys to Crookes and Crosspool or seeking to travel North or South by avoiding the City Centre. Has congestion been modelled?

We assume Nether Green Road etc will retain a 30mph limit. This will mean that Pendeen Road will have a 20mph sign. This will mislead and encourage dangerous driving. It is obvious that this exceedingly narrow cul de sac with hidden gates etc is not suitable for speeds up to 30mph, it is less obvious that 20mph is almost as dangerous. Yet it is. Anything much above 5 mph is dangerous. If you don't believe us, come and do some filmed testing of the road. For the science and evidence based reasons above, we oppose the proposal.  
We might support a proposal which provided the following:

- \* more than one 30mph route through the ward, in different directions;
- \* use of 5mph and 10mph signage for very narrow streets or for play streets;
- \* a Sheffield City Council statement challenging the sudden change of stance by the motoring lobby. on road safety. Why the sudden and vocal rush to reduce speed limits alongside the profound silence about the steady increase in vehicle weights - especially for cars. Might this be related to face saving and pre-emptive action to mitigate embarrassing new evidence in the debit column for a growth industry and potential bonanza - battery driven transport. The City Council should call for new powers to ban abnormally large and heavy vehicles within a vehicle class (eg SUVs within the class of cars) with suitable consumer warnings (eg 3 years notice) attached.

Finally, you might ask, what are the alternatives to battery driven vehicles. The alternatives are already emerging ie: clean mains electricity; universal and free mains driven public transport (trams, trolleys and electric trains); safer and more conducive conditions for cycling and walking; working from home; zoom meetings; bans on supermarket and out of town development as in pre-Modi India; encouragement of local, non chain small shops as in some cities in Italy such as Bologna.



## Support

1.	<p>Hello</p> <p>Having reviewed the consultation on the 20mph speed limit around Fulwood please could you consider adding in Fulwood Road from before Nethergreen Junior School to Brookhouse Hill joining up with the zone on Brooklands Avenue by the Co-op and other shops in Fulwood.</p> <p>This would encompass both primary schools on the area and also the walking area that many children take from around Fulwood including narrow pavements on Brookhouse Hill near Fulwood church. Cars regularly drive over 30mph along this road and by reducing the speed limit further this would encourage more careful driving and reduce the risk of accidents.</p> <p>Thanks for your time.</p>
2.	I live on Tom Lane and I am very supportive of this traffic measure.
3.	I would like to express my support for the 20mph speed restrictions
4.	I am writing in support of the proposed 20mph speed limit area in Fulwood. I live on Stumperlowe Crescent Road, and walk my child to school via Tom Lane, and people drive too fast on both roads, especially during the school run. We would go as far as supporting speed bumps on some roads in the area, although I know this is not within the scope of the current proposals.
5.	<p>Thank you so much for the proposal for the 20mph speed limit for the Fulwood area.</p> <p>We live on Brookhouse Hill and we have been truly shocked by the speed that some drivers speed down our road and up. This road is used as a 'rat trap' to Ringinglow and there is the tendency to go fast on it. We have a toddler and a newborn and it is scary to walk on the footpath to put them in the car.</p> <p>We also have an issue with our road used as parking for the shops at Fulwood and access to Forge Dam. This means we usually cannot park near our house so we walk but it is worrying getting the children out of the car and the cars speeding past.</p> <p>Therefore the 20mph proposal and especially for Brookhouse Hill is welcomed and I hope there will be a way to enforce it as well.</p>
6.	<p>I totally support the council's proposal for 20mph in Fulwood.</p> <p>In addition, I would like the council to include Fulwood Road, Crimicar Lane, and Gladstone Road in the 20mph area. Slower speeds help make safer roads.</p>
7.	Emailing in support of proposed 20mph zones in Fulwood and High Green.
8.	<p>We are a family of 4 living on Brookhouse Hill. We are delighted with the 20mph proposal for Fulwood which is long overdue and would add our wholehearted support to the concept.</p> <p>However, we were dismayed when we looked at the map you supplied which excludes Fulwood Road, Brookhouse Hill and Crimicar Lane from the 20mph limit. Brookhouse Hill between Fulwood Church and the Crimicar Lane crossroads is steep, narrow and the pavement on the south side is particularly narrow. The bends also mean that crossing the road with full sight of traffic may be difficult, and by necessity we have to reverse on to our drive, no mean feat with fast traffic coming in both directions and unsighted of our car until the last minute. Vehicles frequently drive at or above the speed limit through this area.</p>

	<p>Brookhouse Hill and Fulwood Road are used as the main route for many families to walk to school at Nether Green Infants or Juniors. Our children are aged 5 and 7 and attend the schools. Frequently they are encouraged to travel actively to school but at present it is far too dangerous to travel in any other active way than walking. Even that can be perilous on the narrow pavement opposite the graveyard. Buses and trucks are of particular concern as they too drive at the 30mph limit. You even highlight the schools on your map but don't include the main road outside Nether Green Junior School in the 20mph limit!!</p> <p>Furthermore we are all cyclists. Pleasingly many cyclists cycle out through Fulwood or back on their way to the Peak District. The speed at which vehicles drive in the vicinity is often of great danger to them.</p> <p>We would urge you to extend the 20mph limit to include Fulwood Road, Brookhouse Hill and Crimicar Lane. Much of the danger of fast vehicles in our area is centred on these routes. A 20mph limit, and cycle lanes or safer cycling provision is in our view essential here and we can see no good reason not to do this. In a Labour constituency this would also demonstrate clear water between Labour policy and the pro 30mph / pro motorist rhetoric the Mr Sunak is currently peddling.</p>
9.	<p>I would like to register my formal support for the scheme. As a regular walker, runner and cyclist in the area I regularly witness excessive speeding in the designated areas, especially during rush hour and the often chaotic school run sessions. Clearly some level of enforcement would help.</p> <p>Personally I would also like to see some level of parking restrictions introduced in school zones to discourage the number of parents who insist upon getting close to schools to drop off their children. The sheer volume of traffic and the often frantic driving of inconsiderate parents exacerbates the challenge of achieving safety on our roads.</p>
10.	<p>I would like to register my support for this proposal. Our neighbourhoods have lots of children and elderly people who would feel much safer walking about. It would also encourage me to use my bike more.</p> <p>My concern is that delivery drivers will take no notice and they are often the worst for speeding</p>
11.	<p>Apropos the proposal to reduce the speed limit from 30 mph to 20 mph in Fulwood, we are emailing to express our support. We believe that this will make a positive contribution to road safety and will not be to the significant detriment of motorists.</p>
12.	<p>I'm writing to support the proposal for the 20mph speed limit in Fulwood. Furthermore, I support the inclusion of Fulwood Road, Crimicar Lane, Moorcroft Avenue, Moorcroft Road and Moorcroft Drive.</p>
13.	<p>I am in full support of the proposed adaptation of 20mph area in the Fulwood (and any residential area). This would certainly make me feel safer commuting to work by bicycle and I believe improve air conditions in the local area.</p>
14.	<p>We support the 20mph speed limit area.</p>
15.	<p>I live in Greystones where we've had 20 miles an hour for awhile and it makes a massive difference to how safe the roads feel (and are) and it makes almost no difference to journey times when I'm in a car.</p> <p>I'm often in Fulwood to visit friends and it can't happen soon enough there as far as I'm concerned.</p>
16.	<p>As a parent of two young children and a resident of Fulwood Road, I wholeheartedly support the proposed 20 mph speed limit in our neighbourhood. I believe that this measure will significantly enhance the safety of our children and other pedestrians, making our streets more peaceful and enjoyable for all.</p> <p>However, I respectfully request that you do not extend the 20 mph limit to Fulwood Road</p>

	<p>itself or Crimicar Lane, as proposed by some residents. These roads are essential commuter routes, and reducing the speed limit to 20 mph would cause significant congestion and delays, especially during peak hours.</p> <p>A balanced approach that considers the needs of both residents and commuters is essential for a thriving community.</p> <p>Thank you for your time and consideration.</p>
17.	<p>We wish to confirm our support for a 20 mph speed limit for the whole Fulwood area, and would also support this to include Crimicar Lane.</p>
18.	<p>I am writing to express my support about the proposed new 20 mph areas in our neighbourhood. As a parent, I appreciate the council's efforts to improve road safety,</p> <p>I believe that the proposed 20 mph speed limit should NOT be implemented on Fulwood Road and Crimicar Lane though, as some residents have told me their wishes.</p> <p>Fulwood Road and Crimicar Lane are essential transportation corridors that carry a significant amount of traffic, including buses and emergency vehicles. Reducing the speed limit to 20 mph on these roads would cause unnecessary congestion and delays, particularly during peak hours. This would not only inconvenience residents and commuters but also hinder the movement of goods and services.</p> <p>Keeping the major thoroughfares at 30 or 40 mph reduces emissions as well as cars are more efficient at higher speeds.</p>
19.	<p>I am emailing to give my wholehearted supported to the '20mph Fulwood' proposal.</p> <p>I would also support a significant expansion of 20mph zones across the city to improve pedestrian safety and safety for cyclists. Zones need to be accompanied by enforcement.</p> <p>In addition and for cyclists, I would add that something must surely be done to the section of Ringinglow Road from Bents Green to the Peak District boundary - there is a wide verge and, whilst I appreciate there would be a cost, a protected cycle lane would make the journey so much safer for people to enjoyable.</p>
20.	<p>I'm writing to request a review of the proposed 20 area to include Fulwood Road, which will keep our streets safer for our children. An imposed 20 limit would make our children's journey to school safer.</p>
21.	<p>I'd love to show my support for the idea to extend the 20mph zone beyond the proposed area. It seems like a no-brainer to include all of Fulwood Road and Crimicar Lane too. If the 20mph zone is meant to protect kids en route to and from school, and these roads are the main arteries they use to get around, it would be a half measure not to include them.</p>
22.	<p>I am writing to express my strong support for the proposed 20 mph speed limit in our area. However, I urge you to not extend the 20 mph limit to major local A roads, such as Fulwood Road and Crimicar Lane.</p> <p>While I applaud the intention to enhance road safety , I believe that implementing a 20 mph limit on these busy thoroughfares would have unintended negative consequences. Increased travel times would not only lead to economic losses for local businesses and commuters but also exacerbate congestion and pollution.</p>
23.	<p>I wish to confirm my support for a 20 mph speed limit for the whole Fulwood area, including Fulwood Road and Crimicar Lane.</p>

	<p>As we frequently observe examples of careless and dangerous driving in the Fulwood area, the reduction in speed limit must be a priority action for the Sheffield Council and should be assisted by the introduction of traffic calming measures in our area.</p>
24.	<p>I'm writing to say I support the 20mph zones in Fulwood, but think Brookhouse Hill from the junction with Canterbury Avenue down past the Fulwood shops should be included. It is narrow, steep, residential and I have seen more than one near miss on that stretch involving children.</p> <p>Also believe there should be a crossing (zebra or otherwise) added between Brook Coffee House and the Coop, Brook Coffee House and the Art shop, and at the bottom of Crimicar Lane between the Coop and bus stop. These are frequently crossed by kids, but buses and cars swing round the corners.</p>
25.	<p>I live on Fulwood Road and am writing in support of the proposed new 20 mph areas. But only as long as the 20 mph speed limit is limited to side streets as proposed.</p> <p>Fulwood Road itself and Crimicar Lane must remain at their current speed limits. In fact I'd say all major local A roads that have high traffic throughput and multiple bus routes must NOT be 20 mph, this is because of two reasons:</p> <p>1) Increased carbon emissions. Cars and buses, even electric ones, are much less efficient at 20 mph than even 30 mph and so 20mph or slower increases carbon emissions considerably.</p> <p>2) Economic loss: Local A roads congest more quickly at 20 mph, especially where multiple buses and schools operate as they do on A roads. Road casualties on these roads are already very low so there would be negligible increase in safety versus the negative effects of the increased travel times which will lead to financial losses for workers and working parents. Cost of living is already hard enough without having to worry about an extra 30 to 60 mins unpaid travelling time a day away from work.</p>
26.	<p>I agree with the proposal to make Fulwood a 20mph zone but I strongly feel that Fulwood Road and Crimicar Lane should be included in this. I live on Fulwood Road between the two schools and the speed/volume of traffic at school times is frightening.</p> <p>Would it at least be possible to make the areas around the schools 20mph zones at school drop-off/pick-up times?</p> <p>A few years ago a car mounted the pavement at speed at the traffic lights near the junction with Belsize Road and came within a few inches of hitting me and my two young children. The driver was going so fast down Fulwood Road that he was unable to stop for the red light and so ended up on the pavement where we were waiting to cross. I have absolutely no doubt that this would have been a fatal accident had it happened 1 second earlier. Had it happened 10 minutes earlier when all the children were leaving school it would have been catastrophic.</p> <p>There have been many accidents and fatalities along this stretch of road and I witness cars going well above the speed limit on a daily basis. Please consider extending the 20mph zone to these two key roads, at the very least at the times of day when it poses such a risk to so many young children.</p>
27.	<p>I'm in favour of making Fulwood and Lodge Moor a 20 zone.</p> <p>I'm also in favour of extending the proposed area to include crimicar, redmires and fulwood roads as these have most of the traffic issues and using them feels like they would benefit from a reduction in overall speed.</p> <p>Although I would also be happy if these 'through' roads named had any reduction in speed eg a 30 zone with a 20 zone round both the schools. At the moment redmires and fulwood in</p>

	<p>particular feel unsafe and the 40 zone on redmires road in particular not adhered to, meaning those crossing to use the bus stops/cyclists are endangered.</p> <p>I feel the schools (Hallam and Nether Green and two secondary schools) need safe sustainable travel options, such as marked crossings/ bike paths/and street closures at peak travel times, but that the 20 zone will start the process of making the streets safer for all residents.</p>
28.	<p>I write to agree with the proposed changes to the speed limit in the Fulwood area in Sheffield in your letter to residents dated 2<sup>nd</sup> November 2023.</p> <p>However, as a resident on Nethergreen Road, I object and do not understand why Nether Green Road will remain with a speed limit of 30mph.</p> <p>I have been resident on Nethergreen Road for over 20 years and a lot of traffic continues to drive fast (often over 30 mph) on the road in both directions.</p> <p>As you write “every driver that slows down helps to make the area safer”.</p> <p>Reasons for slower traffic should be considered as: Nether Green Junior School is located at the top the road (Junction with Fulwood Road) bringing congestion with additional traffic and pedestrians and many children</p> <ol style="list-style-type: none"> <li>1. Firth Homes - an Old Persons’ Residence – elderly people and visitors crossing the road – at the bottom of the road</li> <li>2. Nethergreen Surgery – patients (many elderly) parking and crossing the road every day</li> <li>3. Shops at the bottom of the road with limited parking, bringing more pedestrians to the road</li> <li>4. Parking is almost present on both sides all day and every day (due to all of the above + residents’ parking), creating more congestion.</li> </ol> <p>With the above reasons, please consider Nethergreen Road to be included in the 20mph zone.</p>
29.	<p>We fully support the proposal to introduce a 20mph zone in the Fulwood Area. However we feel that reducing the speed limit and introducing signs alone does not go far enough as despite the current 30 mph speed limit, cars regularly turn into our road (Whitfield Road) from Brooklands Avenue at speeds in excess of 50mph and we and our neighbours have had frequent damage to cars parked on the road as a result and it is only a matter of time before someone is seriously injured. Therefore in addition we request consideration is given to the addition of speed calming measures such as speed bumps in order to slow cars down to more appropriate speeds.</p>
30.	<p>I wish to confirm my support for a 20 mph speed limit for the whole Fulwood area, including Fulwood Road and Crimicar Lane.</p> <p>As I frequently observe examples of careless and dangerous driving in the Fulwood area, especially along Whiteley Lane, the reduction in speed limit must be a priority action for the Sheffield Council and should be assisted by the introduction of traffic calming measures in our area.</p>
31.	<p>I support the proposal.</p>
32.	<p>I have already written to you supporting the introduction of a 20mph limit to roads in Fulwood. I think it would be wise to extend this to Crimicar Lane and in the interests of safety to consider putting it in place in Fulwood Road. There are so many school children and buses on the road that it would be wise if cars could be slowed down at least at school opening and closing times.</p>

33.	<p>We would strongly support the City Council's proposal to change the speed limit to 20mph in Fulwood. We live on Carsick Hill Road and are often shocked by the speed at which cars are driven along the road. Many children walk along our road every weekday on their way to Tapton School and we feel they are put at risk because of the speed of cars.</p> <p>Another danger on Carsick Hill Road is caused by the many parked cars between Snaithing Lane and Ivy Park Road where staff from Claremont Hospital park during the week. There is a blind corner between the 2 roads and a constant risk of accident as it is impossible to see if there are cars approaching. Double yellow lines between these 2 roads would rectify this situation. A 20mph speed limit in Fulwood would ensure that residents live in a safer, calmer and quieter environment. We hope that this change by the Council will be fully implemented.</p>
34.	<p>I was made aware recently that you are considering transforming Fulwood Road and Crimicar Lane into a 20 mph zone.</p> <p>I live on Crimicar Lane and my son regularly travels along Fulwood Road on his way to School. I am strongly in favour of transforming the whole of Crimicar Lane into a 20 mph zone.</p> <p>We regularly have dogs, children, pedestrians and cyclists crossing the road to access the cricket grounds/ park. I have had to stop my car more than once when children and dogs particularly have crossed without warning.</p> <p>Although most drivers drive carefully along Crimicar Lane, there are many drivers who do drive at the speed limit and potentially place themselves and others in danger, as they are going too fast to be able to react to last minute incidents like child cyclists wobbling around parked cars.</p> <p>Crimicar Lane is also very narrow towards the bottom end and has a lots of parked cars and large buses trying to drive around them/ each other, making it very difficult to travel at 30 mph anyway.</p> <p>Personally, I think Fulwood Road also needs some 20 mph zones around the schools (St Marie's, Notre Dame and Nether Green) and the different shopping centres (Broomhill, Ranmoor, Nethergreen and Fulwood). These are areas where a lot of young people (secondary school students and university students) cross without using the traffic lights or pedestrian crossings, so again present a danger to drivers who are not well below the current speed limit.</p> <p>Please do not hesitate to contact me if you would like my family and I to speak in greater depth about these issues.</p>
35.	<p>I am emailing in response to the proposed 20mph zone in Fulwood. I am very much in support of this plan but still feel that the council has a lot further to go to improve safety for pedestrians and cyclists. It would be good if the outer ring road was extended around this side of the city so that traffic could be filtered to these bigger roads (as in most UK cities) keeping our residential areas more traffic-free. Also the tram needs to be extended so that people in Fulwood do not have to rely on their cars as much.</p> <p>Our household fully support the 20mph plans but we would love to see the council do a lot more for the safety of our residents.</p>
36.	<p>I am emailing in relation to the proposed 20mph scheme in Fulwood. I am aware that the main through roads (Fulwood Road, Crimicar Lane) are outside of the proposed 20mph limit. It also appears from the map that Gladstone Road is largely excluded from the scheme and would retain 30mph limits. I find these exclusions baffling and would be like to know the justifications for not including them and the data that supports their exclusion. In particular I would like to strongly push for Gladstone Road (coming down the hill to the Fulwood Road</p>

	<p>crossing) to be included in the 20mph zone. There is already a separate petition asking for pedestrian crossing lights to be installed due to the dangers on that crossing and I can see no reason why that hasn't been granted. The crossing is used by numerous children getting to and from the various school in the area. Especially on the Gladstone Road side it is incredibly dangerous. Cars seem to accelerate down the hill towards the cross and due to the bend in the road the cars are often only seen late, and focussing entirely on them means it is easy to miss cars coming up the hill from the other directions. My children who are very good at crossing roads have had several near misses.</p> <p>I strongly support including all the roads of Fulwood and Ranmoor in the 20mph scheme without any exclusions.</p>
37.	<p>Hi,</p> <p>We live on Belgrave Drive in Fulwood and we are writing to express our support for the proposed 20mph speed limit in this area and its surrounds.</p> <p>The proposal will make it much safer for pedestrians and, in the unfortunate case of an accident, the 20mph speed limit will prove to be less fatal than the 30mph speed limit as evidenced by many studies.</p> <p>We do own a car and often drive at 20mph around the area due to the presence of pedestrians and bikes and due to some narrow, winding roads. Reducing from a 30mph limit will ensure that we don't feel pressurised from other drivers to go in excess of 20mph.</p>
38.	<p>Proposed 20 mph speed limit area Fulwood.</p> <p>Further to your letter of 2 November 2023, I would like to register my support for the proposed 20 mph speed limit.</p>
39.	<p>I wholeheartedly agree with this proposal, and am only sorry that Crimicar Lane is not included.</p>
40.	<p>Speed Limits on Fulwood Road and Crimicar Lane</p> <p>I am writing to ask you to show your support for the 20mph speed limit on the above mentioned Road and Lane.</p> <p>The Council has set a DEADLINE OF 30TH NOVEMBER. This request is important as it will be presented to the Transport Committee when decisions are being made.</p> <p>Thank you in anticipation.</p>
41.	<p>I totally support the 20 mph limit in Ranmoor and Fulwood. I would also ask that Dalewood and Folds Lane are included in the 20mph limit as more and more cars are using these roads as cut throughs and are often exceeding 30 mph making danger for cyclists and pedestrians.</p>
42.	<p>I am writing to support the proposal to establish 20 mph limits in Fulwood.</p> <p>At present, traffic coming downhill from Fulwood Church along Brookhouse Hill is often travelling at high velocity, which can be dangerous for elderly pedestrians.</p>
43.	<p>I fully support the proposal for the 20mph area in Fulwood.</p> <p>It will benefit road and pedestrian safety, improve the amenity of the environment, reduce traffic noise and prioritise the needs of people rather than cars. Please also enforce with more speed indicator signs etc.</p> <p>When you have done this, then please ban pavement parking. While there are infrastructure issues with regards to road widths and lack of off-road parking, I suspect many people do this to avoid being hit by cars travelling too fast on narrow single-lane gaps and this is</p>

mitigated by a 20mph zone. Lack of safe access to the pavement for people with mobility issues and prams is a major problem in Sheffield and elsewhere, due to selfish car parking.

44.

Hello,  
Myself and my partner cycle our eldest to Nether Green Infant School.

Almost all the injuries in car crashes in the area have happened on Fulwood Road near the two schools. However your scheme doesn't include that main road:



[schools are stars, circles are serious injuries, grey area = 20mph zone]

I support the 20mph area, but it should include Fulwood Road and Crimicar Lane. The fundamental 'feeling' of this road is that it is dangerous - the steep hill might be making it worse, and the parking, the busy schools and shops, etc combined with high-speed traffic.

I saw a previous email sent to another parent that had an explanation from a council officer for why the main roads aren't included. There seemed to be two major issues with the officer's response:

1) "...I absolutely want to include as many roads as possible in these schemes so I am always looking at it with those eyes rather than trying to exclude while following national DFT guidance and SCC agreed policy."

The officer is following the '2012 "20mph speed limit strategy"' decided by the council. This is based on dangerously out-of-date guidance and doesn't incorporate any best-practice from the last 10-15 years. Given this clearly will be updated very soon - it makes sense to largely set it aside for the purposes of this scheme. Purely from a financial cost perspective - having to revisit Fulwood Road next year to reduce the speed limit, and therefore need to faff with all the side road 20/30 signs will cost more. Indeed: Including the main road now is actually cheaper (as there would be far fewer 30mph signs needed at the boundaries of the scheme).

2) "As the "sign only" schemes are a relatively new idea and I am not sure about how many authorities have rolled out these schemes on the same level as Sheffield, I don't think there is much concrete evidence about the effect that they have in terms of speed post installation. The fact that the criteria says that average road speeds need to be generally low anyway for them to be included, they likely lower speeds by around 4-5mph."



There are two mistakes here:

a) First, sign-only 30kph schemes including main roads were introduced in Europe for decades, and in the UK 20mph sign only main-road-included schemes exist in many cities already e.g.: in Edinburgh over 5 years ago; Bristol over 8 years ago; they are also in London, Lancashire, Oxford, Cambridge, Cornwall, etc. It would be great if the officers and councillors have a look at, for example, how [Oxfordshire](#) is doing this.

b) The officer said that "I don't think there is much concrete evidence about the effect that they have in terms of speed post installation". This maybe was true 10-15 years ago - but since then there have been many studies. Importantly these studies have also found that the modest reduction in average speed seems associated with a large reduction in casualties. For example Edinburgh had a "city-wide...reduction in mean speed of 1.34mph" but a 39% reduction in casualties [1]; in Bristol an average speed reduction of 2.66mph was associated with a 63% reduction [3]. Rather than link to lots of studies etc, please read [https://www.20splenty.org/big\\_speed\\_reductions](https://www.20splenty.org/big_speed_reductions). To summarise the report, including the faster roads in signed-only schemes reap the most benefit:

1. Mean speed reductions of twice the previous estimate;
2. Greatest reductions on previously faster roads;
3. Close correlation between pre-existing speeds and speed reductions; and
4. Including faster roads brings much greater road casualty reductions.

I suspect the large effect is due to a smaller number of faster cars slowing quite a lot, so this means a fairly modest overall mean reduction hides a larger change in the most dangerous car speeds... [this is from [Edinburgh's assessment](#) of their 20mph roll-out]

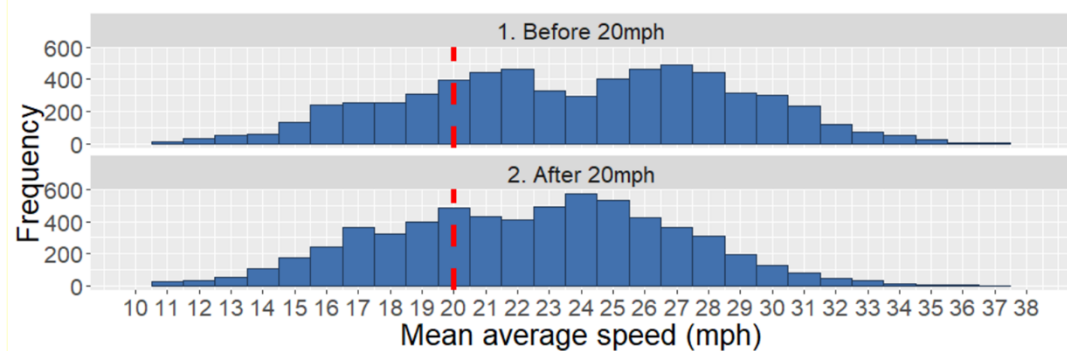


Figure 2: Histogram of average speeds on 20mph streets in the City of Edinburgh; Data for this figure consists of 12672 observations; average speed observations for 192 time points for each of the 66 monitored sites.

In conclusion, the guidance is not mandatory and given (a) it is also dangerously out of date, (b) there are large numbers of serious injuries occurring on that road and (c) there are schools nearby and massive public support, I would strongly ask that the main roads (Fulwood Road and Crimicar Lane) be included in the 20mph-sign-only scheme.

45. We live on Slayleigh Lane, along with lots of other families with young children.
- We are in favour of the 20mph zone and we walk our children to and from school each day.
- We find Slayleigh Lane a road that is very busy and cars travel fast both up hill, revving at the bottom to gain speed / momentum. But coming down, between Slayleigh Drive and Stumperlowe Lane we see cars travelling very fast, I would say often in excess of 40mph.

	<p>Also on Slayleigh Lane just above Stumperlowe Hall Road there is no pavement meaning we have to cross the road. Also coming from Stumperlowe Hall Road and turning Left down Slayleigh Lane the pavement stops again at Stumperlowe Lane meaning we have to walk down a grass bank to no pavement or cross Slayleigh Lane.</p> <p>I appreciate there may not be the budget for new pavements or crossings. But I think a speed reminder sign or other traffic calming measure should be considered for this stretch of road.</p>
46.	<p>We live on Slayleigh Lane. I think the proposed 20mph speed limit is an excellent idea. However I don't think people will stick to it on Slayleigh lane. Where we live it is wide and straight and people far exceed the 30mph limit, especially coming down the hill. I cross the road every morning to take my children to Nethergreen infant and junior schools and would say every day see the speed limit being exceeded when there are plenty of children crossing on the way to school.</p> <p>I would love to see one of the signs that flashes to display cars speed erected on this bit of Slayleigh Lane in order to remind drivers of the 20mph limit.</p> <p>I also think the 20mph limit should be extended to Fulwood Road as this is very busy with children crossing to get to nether green infant and junior schools.</p>
47.	<p>I'm writing in response to your invitation to register residents' views about the proposed 20 mph speed limit in Fulwood Sheffield.</p> <p>Our family give 100% support for the introduction of the 20 mph speed limit for the following reasons:</p> <ul style="list-style-type: none"> <li>- reduced frequency of collisions/crashes and severity of injury for those involved in accidents</li> <li>- increased survival rate of injured people</li> <li>- safer roads for children and elderly people</li> <li>- encourages more cycling and walking, leading to less carbon emissions and vehicle accidents</li> <li>- increased public health by decreasing traffic volume and speed</li> </ul> <p>We firmly believe that all residential areas in the city should be 20 mph areas. In order to reach local primary and secondary schools, children have to cross our road, Hallam Grange Crescent. Road traffic is both heavy in volume and size (many heavy lorries and vans) and vehicles accelerate at great speed, which poses a major risk to children crossing the road. Cars also park by the gennell entrances which blocks the view of pedestrians trying to cross the road.</p> <p>We firmly support a default 20 mph speed limit in the area plus regulation of parking around gennell entrances.</p>
48.	<p>Whilst in principle supporting the 20mph proposal, it is essential that Fulwood Road, Brookhouse Hill and Crimicar Lane are included if the aim of reducing traffic speed in the area is to be successful. Traffic hurtles along these roads at high speed and is a grave danger to other road users and pedestrians, particularly school children and parents heading to and from Hallam First and Middle Schools.</p> <p>It is also essential that traffic is monitored and drivers exceeding the 20mph speed limit are stopped, cautioned and where necessary, fined. There is no point in having a speed limit if there is no penalty for exceeding it.</p>
49.	Proposed 20mph Speed Limit Fulwood

	In answer to your letter of 2 November 2023, my wife and I strongly support the proposed introduction of 20mph speed limit for safety reasons.
50.	<p>We strongly support the proposed Fulwood 20mph zone and would love it if there could be speed bumps or similar on Slayleigh Lane as people use it as a rat run, seemingly going up to 50mph. Cameras would be good too, maybe at the top half of the lane approaching school. We've been in touch previously as we are worried for our young daughter. The overall initiative is good for the safety of the children at the various schools, thank you!</p> <p>Just to supplement our comments, we would not support this being extended to Fulwood Road/Crimicar Lane. We had a slightly harassing note through the door pressing for people to petition for that but we think the 20mph zone is correct as proposed.</p>
51.	<p>I am writing to add my support to the Fulwood S10 20 mph area BUT - I believe that FULWOOD ROAD should be included as this is where I notice vehicles travelling at over 30 mph.</p> <p>Due to the large hill though, I would propose that Fulwood Road is 20mph between OLD FULWOOD ROAD junction and CRIMICAR LANE.</p>
52.	I would like to register our support for the proposed 20mph speed limit in Fulwood.
53.	I am in favour of this proposal as long as it is a "sign only" area.
54.	I strongly support 20mph speed restrictions for the proposed Fulwood Zone.
55.	<p>I have previously emailed my support for the proposed 20mph speed limit for Fulwood.</p> <p>I also wanted to add my support to the campaign to get Fulwood Road and Crimicar Lane included in this plan. These are the roads that I walk along to take one daughter to Garden House nursery on Crimicar Lane and our other daughter to Nethergreen Infant School off Fulwood Road. Reducing the speed limit to 20mph on these roads would improve road safety and reduce noise and air pollution for my children.</p>
56.	<p>As a family, this proposal has our full support.</p> <p>If it saves just one life then it's worth it.</p> <p>Surely none of us is so important that we should drive at 30mph past houses/schools when the incident statistics clearly show that just a slight reduction in speed has a massive and positive effect on reducing the number of incidents and casualty severity.</p> <p>Why is Fulwood Road excluded (surely one of the most important places to reduce speed, especially past the Nether Green Junior School)?</p> <p>Is this because it is under County rather than local jurisdiction?</p>
57.	<p>I am delighted to hear that long overdue plans to reduce the speed limit to 20mph in parts of Fulwood are finally being implemented.</p> <p>However, as a parent of 2 children who previously attended Nether Green Junior School, and another child who I hope will go there in 2025, I am deeply concerned that Fulwood Road is not included in these plans. Why not?!</p> <p>The area around the Nether green schools is very dangerous. I have personal witnessed several near misses and one road traffic collision directly outside the junior school which would not have occurred if cars were going slower.</p> <p>Why are we waiting until a child is killed before we make the environment outside their school safe for them?</p> <p>We must reclaim our cities as safe places for everyone to walk, cycle and live! Please reconsider and include Fulwood Road.</p> <p>Cars also speed excessively on Crimicar Lane. This needs 20mph and speed cam areas too.</p>

58.	We would like to register our strong support for the proposed 20mph speed limit for the reasons you have detailed in your letter.
59.	I'm writing to give my support to this proposal but suggest that if this is put into place then the stretch of Redmires Road from outside the golf club to the old Lodge Moor Housing estate should become a 30 instead of the 40 that it currently is. Some cars tend to go very fast along there which and given that there are always a lot of school children waiting for buses or walking along there plus elderly people it would make sense for the limit to be reduced here also.
60.	I am writing to support the 20mph area in Fulwood.  However- disappointed that you are leaving out Crimicar Lane and Fulwood Road- these are the roads which are by far the most dangerous for pedestrians and children with buses hurtling along (which they do- believe me I live on Crimicar Lane-they race down the hill at frightening speed).  Seems very odd to leave out the most dangerous road - do you reply to these e-mails- if so I would like to know why this exemption for these roads ?
61.	I fully support the proposal. I'd also like there to be the occasional speed trap as some people drive in excess of 40 mph down our road. It's only a matter of time before a pedestrian will either get badly hurt or even killed.
62.	I'm a parent with a child at Nether Green infants. I fully support the 20mph zone.  However, I would also like Fulwood Road that goes right past the junior school included as well as Crimicar Lane that goes past a nursery. I have seen a map circulating of where the crashes have been (mainly along Fulwood Road). If this is to save lives and serious injuries (many of which are to children) these roads have to be included.
63.	I'm writing to support the proposal to introduce 20mph speed limits across Fulwood as proposed, and also to please include  1. The area around Nether Green Junior School - this is a very busy and hazardous area 2. Graham Road and Hangingwater Road - not sure why these are outside the boundary - hopefully this is just because they are going to be included in a future 20mph area?
64.	I am contacting you to comment on the proposed 20mph limit in Fulwood. I live just outside the area but it's the neighbourhood I walk, cycle and drive in frequently.  My comment relates to the decision not to include Fulwood Road in the 20mph scheme. Whilst I can see in theory the justification for this (a through route to the Peak District, bus route), my experience of using this area is that Fulwood Road is the road that most needs to be 20mph! My children attend Nether Green Infant and Junior Schools. At school drop off and pick up, the section of Fulwood Road from Nether Green Road to the traffic lights above Stumperlowe Park Road is extremely busy with school children, younger siblings and parents. So many families have children at both schools there are lots of people walking between them and no option other to walk along and, crucially, cross over Fulwood Road. It often worries me how fast cars traverse this section of road; I've observed near misses between cars and children and I feel it would make a huge difference to children's safety if this section of Fulwood Road was also 20mph. Responsible councillors may find it helpful to visit the area at school pick up/drop off time to observe the high volume of pedestrians.  If there is some reason why Fulwood Road can't be included in the 20mph scheme permanently, I would request consideration of a part time/variable speed limit for this section of Fulwood Road. E.g. a 20mph zone from 8.15-9.15 and 3-4pm on school days?
65.	I would like to provide feedback regarding extending the 20mph zones around Fulwood and Lodge Moor. I strongly agree with this proposal, however I would also like to see Fulwood road and Gladstone Road included in the 20mph zone.

	<p>I live on Ranmoor Crescent and previously walked my son to school, at Nether Green Infants, along Fulwood Road after crossing Gladstone Road. We now often drive as this walk feels unsafe (with a toddler and a 6 year old) due to the speed of the traffic. Crossing Gladstone Road at the junction with Fulwood Road feels very dangerous at times and we recently had the following near miss with a car.</p> <p>My son dropped his water bottle in the road and paused briefly to pick it up just as a car turned onto Gladstone Road very quickly and only just managed to stop in time. We walk roughly 10 metres up from the dropped curb as this feels slightly safer, but this means I need two hands to get my daughter's pushchair down the curb and therefore briefly can't hold my son's hand - it was at the moment that he dropped his bottle and we had the near miss.</p> <p>Traffic lights at the junction between Gladstone Road and Fulwood Road would be ideal but extending the 20mph zone to cover these roads would also make it feel much safer.</p>
66.	<p>To whom it may concern, It would be utter madness not to include Fulwood Road and Crimicar Lane in the 20 mile an hour scheme.</p> <p>Traffic already speeds along Fulwood Road and if it is not included the traffic will try to make up for having to go slower on neighbouring roads that are included in the scheme. I live in Stumperlowe Avenue and have survived several near accidents as I cross Fulwood Road, always at the fault of bicycles who aren't easy to see at dusk, often don't have lights, certainly never have a bell to ring and are coming down the hill at well over 20mph.</p> <p>I support the plan to include these two roads and hope that all traffic will be required to keep to the limit, including bicycles!</p>
67.	<p>I support the introduction of a 20mph speed limit in Fulwood but would like Fulwood Road and Crimicar Lane added to the 20mph restricted roads.</p>
68.	<p>Fulwood 20mph scheme proposal. Why have the Moorcroft Avenue, Moorcroft Drive and Moorcroft Close not been included please? We have already had to report dangerous driving on Moorcroft Avenue and Moorcroft Close and we were told 20mph was coming into place. Also Crimicar Lane has very small pavements and lots of children walking to school, it should be 20mph as should Brookhouse Hill and Fulwood Road- especially near the schools. Please re-evaluate as with Ringinglow Road, this is 20 and is much better for school kid safety.</p>
69.	<p>I am a parent at Nether Green Junior School in Fulwood. My son walks or cycles along Fulwood Road to get to his school. It often feels dangerous.</p> <p>I am fully in support of the 20 mph zone for Fulwood. I would like to see a more ambitious scheme with Fulwood that includes Fulwood Road and Crimicar Lane. This would have a much more significant impact in terms of reducing serious and fatal accidents and making it possible for kids to safety get from A to B.</p> <p>Thanks very much for considering this.</p>
70.	<p>I am writing regarding the proposed 20mph speed limit area to be introduced in Fulwood, following your letter of 2/11/23 detailing the scheme to residents.</p> <p>I am in favour of the scheme in theory with certain caveats described below which learn the lessons from our existing local 20mph zones.</p> <p>We currently live in an existing 20mph zone - our street is on the very edge of the Greystones 20mph zone (introduced several years ago) and the new proposed Fulwood zone would mean that all the streets around us would become 20mph, which I would</p>

welcome. I think that 20mph zones are an excellent idea in residential areas especially given the number of schools in our area, where an encouragingly large number of children can be observed walking to/from school on weekdays.

However I feel that the Greystones 20mph zone has only been of very limited success in our area, indeed I would personally judge it to be a failure. Fewer than 50% of cars observe the speed limits on our local roads, in fact walking regularly along Hangingwater Road I'd estimate that as few as one or two cars in ten observe the 20mph limit at peak times, even when the road & weather conditions are poor and even when the pavements are busy with school kids. I would put this down to 4 factors: 1) a complete lack of speed enforcement by SYP despite complaints to my local councillor, 2) very poor signage, 3) attitudes of drivers and 4) the use of local roads as cross-Sheffield commuter routes.

If the lessons of the existing 20mph are not learnt then I do not see the point of creating new zones. New zones will fail to modify driver behaviour without better signage and meaningful enforcement. Driver behaviour is known to be difficult to modify generally but I would argue that the modern sense of entitlement displayed by Britons, alongside modern powerful vehicles and a post-Covid19 mistrust of authority have made this driver resistance much greater and more belligerent. As a supporter of the 20mph zone I carefully adhere to the 20mph speed limit on local roads when driving my car but this has led road rage incidents where impatient people tailgate, flash their lights and sound their horn. I even had one man do a crazy speeding overtake of me on the blind summit of Hangingwater Road - he angrily gesticulated and swore on his way past despite his primary school aged son being sat in his passenger seat!

In addition to the lack of enforcement (through either physical police presence or speed cameras) the 20mph zone is failed by it's signage. The small repeater signs are not sufficiently prominent and often very badly sited. Many of them are hidden by street furniture, tree branches and parked vehicles. I genuinely think there's a significant number of motorists who don't see them (and its even harder to see them if they're speeding!) Meanwhile the painted on-road signs are quickly worn away and inadequately maintained by Amey. Any new zone should have bigger standard size signs rather than the current small repeater style signs and they should be intelligently sited and kept clear of branches. If drivers miss the signs upon entering the 20mph zone (usually at busy confusing junctions) then there is little chance of the small repeater signs being picked up as they pass through the zone. Heftier reminders are required.

If the zone is ineffective at reducing the speed of the vast majority of vehicles (I'd expect over 85% compliance to be considered a success) then all of the expense incurred to the council through meetings, consultations, traffic orders, road markings and the commissioning of signage will just be a very expensive exercise in virtue signalling. If the zone does prove to be ineffective then, given the strain on council finances, the money would be better elsewhere, be that on fixing potholes and clearing drains or other areas such as schools or adult social care. There is no point in a half-hearted implementation.

It is also very disappointing that the proposed zone is bisected by a route which will remain a 30mph road, namely Fulwood Road and Crimicar Lane, which is the 120 Bus route. A mere five minutes spent stood outside Nether Green Junior School or The Rising Sun public house on Fulwood Road will illustrate to an observer the extent to which this route is the worst for speeding in the entire proposed area - particularly when heading out of town towards Fulwood (uphill). Drivers here already ignore the 30mph limit. Implementing the 20mph limit here might at least get them below 30mph for a change.

Further observations I would make are:

	<p>- many of the drivers who ignore the 20mph speed limit on our own street are people WHO LIVE ON THE STREET!</p> <p>- hills and inclines seem to be an issue, drivers seem to think they can only get up the hills by accelerating aggressively and speeding. Apparently cars cannot make it up the hill at 20mph</p> <p>- my own father was killed as a pedestrian by a car driver who was later found guilty in court. The catastrophic extent of his injuries, as described by the pathologist, are truly shocking. These injuries were caused by a car travelling at 30mph. To be honest I thought 30mph was a safe speed which gave pedestrians a chance of survival in a collision. It clearly isn't. 20mph zones give pedestrians a much greater chance at surviving any collision and should be encouraged in all urban and residential areas.</p> <p>To reiterate I believe an effective and successful 20mph zone would be a great community asset for the area which would improve local quality of life , improve safety and may also help to reduce pollution and encourage more active travel. But a zone can only be effective if properly signed and enforced. You cannot just cross your fingers and hope if you wish to modify driver behaviour and improve quality of life in the area.</p> <p>Please introduce an effective &amp; enforced 20mph zone to enhance our community.</p>
71.	<p>As a resident of Fulwood/Lodge Moor, I am in complete agreement with this proposal. I live on Crimicar Lane and have seen how this road, especially between Hallamshire Road and Redmires Road has become a so called 'rat run' for traffic from south and south west Sheffield heading for north and east Sheffield. My wife and I are often astonished at how congested and busy our road has become in recent years that we have been considering requesting the installation of speed humps especially between Hallamshire Road and Barncliffe Road due to the speed of vehicles at times.</p> <p>We have enjoyed immensely living in this area and bringing up our children but have concluded that if we were now moving into the area, we would choose NOT to live on this road.</p> <p>I hope once this scheme is introduced that it will be monitored accordingly and appropriate action taken when and where necessary.</p> <p>We fully support this proposal and look forward to the possible benefits it is likely to bring.</p>
72.	<p>I am writing to give my full support to the new proposed speed limit in Fulwood. I live on Slayleigh Lane. We have in the past asked the police and Council to introduce speed reduction measures in our road because many motorists come down the road at well over 30 mph. The exit to our driveway only gives us sight of traffic within a few seconds of them passing so any measure to reduce speed in Slayleigh Lane is very welcome and well overdue.</p> <p>We look forward to seeing the new signs in place and hope that in due course you are able to take enforcement measures on speeding vehicles as well.</p>
73.	<p>Following my previous letter with regard to the proposed 20mph speed limit, my comment regarding parking at the exit of Stumperlowe Park Road - the double yellow lines need to be extended on Fulwood Road (lower exit) to enable cars to exit the road safely. With large vans and cars parked on Fulwood road to the left and right of the exit it is impossible to see up and down Fulwood Road in order to enter into the traffic. You have to nudge out fully into the road to see if anything is coming down - and hope that nothing is coming up the road at the same time! Not very safe, especially if cycles are coming down the hill as well.</p> <p>I hope you can look at this at the same time as reviewing the speed limits.</p>


74.	I'm in favour of the proposed 20mph zone in Nether Green and Fulwood, but I believe it should include Crimicar Lane and Fulwood Road. These are not through routes and are used by children, the elderly and dog walkers who deserve protection from impatient drivers and reckless cyclists.
75.	I am very pleased to offer my support to this initiative.
76.	Strongly support 20 mph limit as suggested but note that 30mph is largely ignored and not enforced at all.
77.	I support the proposal for the 20 mph speed limit in Fulwood. I would also support action to enforce the speed limit along Redmires and Sandygate Road, especially where the speed limit changes from 30mph to 40mph.
78.	I just wanted to register my support for the proposed 20mph speed zone in Fulwood.
79.	I would like to register my support for the proposed 20mph speed limit area in Fulwood.
80.	I am fully in favour of the proposed 20mph zone across Fulwood and Lodge Moor. My concern however is with the commentary regarding road paint and signage to signal the 20mph zone.  Signs when small are perfectly acceptable. Large signage explaining the zone and excessive road painting will impact the nature of the area and that I object to. There is a long history of careful planning and sensitive developments which should not be impacted by excessive painting.  Whilst slightly separate to this discussion I do feel as though 2x strategically located speed bumps would be well served on Crimicar Lane to slow traffic speeds by Garden House Nursery. Whilst not one that we use it does concern me the speeds that cars can travel past there in the proximity of small children who are yet to learn road safety.
81.	I've recently received a letter about the 20mph zone in Fulwood. In general I think it's a good idea.  I'm writing to ask you to please include Fulwood road in the 20mph zone too. I cycle from our home on Whitfield Road to my work at Sheffield Children's Hospital and cars go very fast along this road and there isn't a cycle lane till you get to Broomhill traffic lights. I also have a child at Nether Green Junior school and directly outside of school where Tom Lane and Nethergreen road meet Fulwood Road gets very busy with kids and cars. I think the 20mph zone should be brought in here to keep the children safer. Thank you
82.	I fully support this move to reduce speeds in the area. The increased levels of traffic, some at speed with more parked cars has become a real hazard to pedestrians.  I would support further measures if one way streets and narrowing to make safer still  I am concerned about how this will be realistically enforced. As an example there are double yellow lines at the bottom of Tom Lane which are there for good reason (school and busy junction) and yet it almost a given now that people park there morning, noon or night.
83.	I note the proposed area is noted as Fulwood when a substantial area is Lodge Moor.  Redmires Road appears to be excluded from this scheme.  Please can you reduce the speed limit on Redmires Road from 40mph to 30mph.  If we are talking of road safety then this is a requirement as many drivers exceed the 40mph.  Hallam School is very close to Redmires Road and the junction with Hallam Grange Road which is busy will get busier as the new flats are occupied in the coming weeks.



84.	<p>In reply to your proposal for a 20mph speed limit in the Fulwood area, I have thought this necessary for some time and am in full agreement with the plan. I am a resident of Stumperlowe Park Road - where the speeds cars travel at, irrespective of there being a primary school on the road, are outrageous. The parking at drop off and collection time is also appalling and often blocks the road and residents driveways.</p> <p>In addition to the 20mph proposal please may I add that the 30 mph speed limit on Fulwood Road itself needs emphasising with speed limit signage and more cycle awareness signs, as most people consider it a race track once they are beyond the Esso Petrol station!</p> <p>It would be safer if the 'No Parking' double yellow lines were extended on Fulwood road and into the entrances of side roads, as you risk life and limb nudging forwards from the lower exit of Stumperlowe Park Road and possibly other tributary roads, when large vehicles are parked above and below - obscuring your vision of the speeding oncoming traffic! All this whilst school children are trying to cross the road! Thank you for reading my observations! I look forward to living on a safer road in a safer area!</p>
85.	<p>Thank you for proposing a 20mph zone in Fulwood. I welcome this plan and I fully support your motion.</p> <p>Carsick Hill Road is a dangerous road for pedestrians, particularly around 8-30am and the again in the early evening as numerous pupils make the journey on foot along our road to access the local schools. The pavements are very narrow and pupils often walk in the road chatting to each other and pay little attention to vehicular movements. I fear an accident will occur, particularly in September at the start of the new school year when pupils are excited and distracted by their new friends – but you know this fact already; I preach to the converted. Many motorists drive too quickly for the conditions. The road is narrow – 100 years ago it was a cart track. Narrow pavements, a narrow road, heavy movement of vulnerable school pupils and speeding motorists are not comfortable bedfellows. The section of road outside our house is quite narrow and the road is straight and flat, which seems to tempt motorists to ‘put their foot down’.</p> <p>During the day at weekends and during the night, the road is relatively quiet, but a small minority of vehicles drive at speeds well in excess of 30mph during these times.</p> <p>To summarise, I fully support the 20mph zone. Thank you for considering us and for consulting residents too.</p>
86.	<p>I'm writing with some comments regarding the proposed 20 mph zone. I'm generally supportive of the proposal, however I have the following points to highlight.</p> <p>As a resident of Crimicar Lane I find it baffling that this road does not appear to be included. Cars go up and down Crimicar Lane at 40mph + at all times of day. We increasingly have boy racers at night using it as hill climb practice.</p> <p>The road is crossed daily by children going to Hallam Primary, a number of elderly people also cross regularly getting the bus etc, it is an accident waiting to happen. This road needs to be 20mph with speed bumps. The gradient of the road encourages the speeding as people accelerate a lot to go up/go too fast going down.</p> <p>There is also a nursery on Crimicar Lane toward the bottom, again accident or worse waiting to happen with small children going in and out of nursery.</p> <p>I've separately written regarding the need for speed bumps in the past on Crimicar Lane and received no response. If the 20mph zone is about protecting children and residents this needs to happen. It would be very welcome if the road could be included with humps added, at least on the two significant gradients.</p>

	<p>There is a very significant risk of a fatality if this isn't sorted, due to children going to school, elderly and the nursery. The risks are much higher on Crimicar Lane than on many of the proposed 20mph roads.</p> <p>It is also bizarre that Fulwood road outside Nether Green Junior is also not included, at the very least this should have a 20 during school opening/closing time. Again it's omission undermines your argument that it's about child safety.</p> <p>Finally, it doesn't reflect very well on SCC again that the vast majority of people seem to have found out about it from a letter in the post. Have the lessons not been learned from the annexing of roads in Crookes and other places? There doesn't appear to have been any 'warming up' to this proposal.</p>
87.	I write to register my strong support.
88.	<p>I have received the recent letter to residents about the proposed 20mph Speed Limit Area. I will be registering my support for the proposal.</p> <p>However, your letter says, <i>"We plan to introduce the new speed limit in early 2024, but this will depend on the response we receive to this letter."</i></p> <p>Just out of interest, I would be interested to know what factors will be taken into account when you make the final decision. I couldn't quite understand whether it's the proposal itself which 'depends on the response', or whether it's timescale of introduction in 'early 2024'.</p>
89.	<p>I am a resident in Fulwood, I live on Graham Road.</p> <p>I fully support the proposal to reduce the speed limit to 20 mph on many of our streets and can't wait for it to be implemented.</p> <p>People drive far too fast on most of these roads especially around the schools and on the smaller roads.</p>
90.	I fully support your proposal for the 20mph speed limit area in Fulwood. We need safer roads for all pedestrians cyclists and children particularly.
91.	<p>I am writing in response to the proposed 20mph speed limit area in Fulwood.</p> <p>In general I am very much in favour of the proposal although speeding does not seem to be an issue in many of the roads covered in the area. A bigger concern is that Fulwood Road has been excluded from the 20mph zone (not to mention Crimicar Lane). My suggestion would be at the very least that a 20mph limit be instated between Tom Lane and Brooklands Avenue. Currently vehicles race along this road and it would be great to get people to reduce their speed. In particular I draw your attention to the following:</p> <ol style="list-style-type: none"> <li>1) In the morning and afternoon many children are thronging the pavements between Belsize Road and Tom Lane.</li> <li>2) Turning out of Storth Park is a nightmare. I invite you to try turning right there. Visibility both ways is really limited and I have had several near scrapes and cars hooting at me. Basically you cannot see more than a few yards and you just have to come out and hope for the best.</li> <li>3) Crossing the road to go to the bus stop next to Canterbury Avenue is really challenging. Only this Saturday I was helping two elderly people across the road when a car shot round the corner from the town direction and I had to put my hand up to stop them. It is really dangerous. There is a "beware of old folks" sign but it does not seem to slow many cars down.</li> <li>4) The pavement on the left hand side of Brookhouse Hill after Oriel Road heading towards Fulwood shops is very narrow. I invite you to try walking down the hill. I have seen buses</li> </ol>

	<p>speeding down there and misjudging the corner such that the front of the bus sweeps over nearly the whole pavement. It is not a pleasant experience walking there.</p> <p>Consequently I think that it is of high importance that a 20mph limit is imposed on this stretch of Fulwood Road at the very least.</p>
92.	<p>I would like to register my support of the 20mph area in Fulwood, or any other area of Sheffield. Further to this I believe it should include Fulwood Road (particularly near the schools) and Crimicar Lane.</p> <p>I would like to see pavement parking stopped too, especially next to the Garden House Nursery. It is only a matter of time before a toddler is squashed.</p> <p>Has anyone tried to restrict cars using Stumperlowe Park Road during school drop off and pickup? The road is always blocked, forcing people to walk from Fulwood Road seems like to obvious solution.</p>
93.	<p>I fully support the creation of the 20mph speed limit for our area and anticipate it will reduce injury on our local roads and reduce the hazards to children in particular.</p>
94.	<p>We think the introduction of a 20 mph in the Fulwood area is a good idea. Also the small, narrow road, Pitchford Lane, ought to be a single lane one way traffic. The road is only wide enough for one vehicle with no room to pass, which means any oncoming vehicle has to reverse. Cars are often mounting the footpath so during school hours the road is chaos, made worse by the workers from Claremont parking at the top of Pitchford lane.</p>
95.	<p>I am writing with regard to the above proposals. I and several other people in Rochester Road would very much like it if the 20mph (and some means of enforcing it, ie speed bumps) was extended to our road. People use it as a rat run to &amp; from the shops travelling at excessive speed, especially as we have a blind bend on the road. We also get some lorries delivering to the shops which shouldn't be coming down our road but I don't know if that speed limit would stop them.</p> <p>I really hope that at some point in the future, if not in this set of proposals, you could include our road. Hopefully it will stop people's cars being run into and pets killed.</p>
96.	<p>I would like offer my support for this order.</p> <p>I live on one of the streets which will now have 20mph. My kids walk to school along our road and many vehicles drive along it at considerable speed and with many parked cars crossing can be hazardous. I also believe the change will improve our air quality.</p>
97.	<p>I'd like to support the 20mph for Fulwood scheme but I would like to ask why Moorcroft Avenue (Moorcroft Drive and Moorcroft Close also) has not been included. We have had to report dangerous driving and speeding on our road to the police twice and we were told by the council that we would have 20mph added. Ref from email to me received from Sheffield city council dated 13/10/22 senior transport planner she confirmed area identified as suitable for 20mph speed limit and was confirmed as an area to be progressed in 2023.</p> <p>There are many children who live on these roads and the driving is dangerous. Why are we missed out please, is this just an oversight on the boundary? Our road has the same profile as all the other residential side road that have been included, and we are part of the Fulwood community as our address states.</p> <p>Also, please add Crimicar Lane and Fulwood Road as these are where many children walk to school, have small footpaths and are next to schools a hotspot for the most serious and fatal traffic accidents in the last 18 years. Ringinglow road in high stores is comparable and it is now 20mph. I work in the school there and the slower traffic is much better for the children walking.</p>

	<p>I urge you to add all of Fulwood roads to 20mph for child safety as High Storrs and Crosspool have.</p> <p>It is well known that 20mph reduces accidents and reduces the seriousness of accidents that do happen- please make our streets safer by adding the 20mph zone to the whole of Fulwood.</p> <p>I am a driver and 20mph in built up areas works for me.</p>
98.	<p>I would like to express my whole hearted support for the 20mph order on Fulwood's roads. This is long overdue and would be a simple but significant reassurance for more vulnerable road users. I live in Fulwood and I drive, I ride and I walk on roads in the area.</p> <p>As a driver, this is such an insignificant change to me - I'll make it from one end of Fulwood to the other in about a minute more. It's nothing. It is, however, a benefit from a safety perspective and environmental impact with reduced emissions. The BMJ shows that reaching 30mph requires 2.25 times the energy required to reach 20mph, multiply this across the amount of drivers in Fulwood and there's a significant environmental benefit.</p> <p>As a rider I've been passed at high speed, unsafely, more times than I care to count. Parked cars, poor visibility and the simple case of small roads lead to a dangerous recipe for passing. Yet people still do. Slayleigh Lane is a racetrack at times. This needs to change. Riding along Hallamshire Road with my child, a bus came round the kink of Hallamshire Road at the junction of Slayleigh Lane so close and so fast I could have touched it. It was reported and the driver was cautioned.</p> <p>Finally, and most importantly, as a walker, I, my wife and our three kids walk to school. The roads off Hallamshire Road, and Hallamshire Road itself are always a high-alert space for us. Particular spots include crossing Barncliffe Road and Hallam Grange Road. Drivers rarely even regard these as junctions and simply cut the corner at speed, regardless of who may be crossing. I would love to see the council go further and build out the junction to remove the bell-mouth aspect of them and thus force drivers to slow down. Just go and watch drivers turning right into Barncliffe Road from Hallamshire during school run times to see how dangerous this can be. Yes, it's a bus route - but only from the direction of Crimicar Lane.</p> 

Similarly, Hallam Grange Road. Trying to cross this during school drop off hours is, frankly, terrifying. Cars treat it as a high speed corner rather than a junction. It needs to be redesigned with kids who are walking to school just a few hundred metres away in mind.



I notice Crimicar Lane isn't in the 20mph. I understand why - it being something of an orbital route; but I'd love to see it added too. Most on here see 30mph as a minimum speed to go for.

99. Thank you for the notices posted within the area of the proposed Fulwood 20 mph speed limit scheme.
- I welcome the inclusion of Stumperlowe Crescent Road in this scheme. However, I notice that the notice states that it may be only parts of the roads mentioned in the scheme that are to be included. I fear that our section of Stumperlowe Crescent Road will not be included in the scheme as there is no notice posted on this section. It is this section of road that is in most need of a lower speed limit. The upper section is not such an issue as the traffic is naturally slowed down by parked cars and the road being quite narrow. However, on the lower part of the road it is wider with fewer parked cars. It is used as a rat run for cars coming down Tom Lane to access Fulwood Road. Few cars stick to the current 30 mph speed limit and quite a few drivers seem to think speeds of 50 mph or so are acceptable. This section of road is used by children walking up to Tapton School and by parents with children walking down to Nether Green Junior School. At peak times you take your life in your hands crossing this road.
- If the section of Stumperlowe Crescent Road from Tom Lane to Graham Road is not to be included in the 20 mph limit scheme I would urge you to reconsider this and include this in the scheme. It would seem illogical to have the section of Graham Road at the bottom end of Stumperlowe Crescent Road and the top end of Stumperlowe Crescent Road in this scheme yet leave out the section of road connecting these 2 roads.
100. I am writing to express my support for the proposed 20mph zone in Fulwood.


	<p>I think it will make very little practical difference to vehicle journey times, and will improve road safety. It will need appropriate enforcement to be fully effective, and I would like to know how this will be achieved.</p> <p>I also think that the speed limits on Fulwood Road and Redmires Road should be reduced. Fulwood Road has multiple school sites on it, with high levels of pedestrian traffic. Both roads are residential roads, and the speed limits are, in my opinion, too high.</p>
101.	<p>We strongly support the proposed Fulwood 20mph zone and would love it if there could be speed bumps or similar on Slayleigh Lane as people use it as a rat run, seemingly going up to 50mph. Cameras would be good too, maybe at the top half of the lane approaching school. We've been in touch previously as we are worried for our young daughter. The overall initiative is good for the safety of the children at the various schools, thank you!</p>
102.	<p>I have relatives in Cardiff and can confirm that 20 mph areas make for a more comfortable environment for everyone. I agree that Fulwood Road should remain at 30mph, since it is quite wide. However, when it becomes Brookhouse Hill it is narrow and has a sharp blind bend, and the area on Brookhouse Avenue, where the shops are, should have been made 20mph long ago. Many people cross the road there between parked cars and there is no pedestrian crossing. I myself have seen collisions because cars are passing too fast, making it difficult for cars to park. Thus I think the stretch from Canterbury Avenue to past the shops should also be 20 mph.</p>
103.	<p>I wish to register my support for the proposal of a 20mph speed limit across the entire Fulwood area.</p> <p>Current traffic speeds on these residential streets and driver behaviour present the biggest risk to my children when walking to and from school and prevent them from walking without adult supervision.</p> <p>It also prevents children on my street from playing outside without adult supervision, as cars use our road as a cut through and speed here at 30ph+ every day.</p> <p>My son needs constant adult supervision locally due to the risk of injury from traffic, as cars travelling at this speed don't give him time to process the oncoming danger.</p> <p>In addition to the proposed zone, I do think extra measures are required at key junctions with Fulwood Rd as the speed of cars and driver behaviour (cars not giving way to pedestrians) will continue to present a risk to adults and children crossing. Examples of risky junctions include Slayleigh Lane/Fulwood Rd, Belsize Rd/Fulwood Rd, Stumperlowe Hall Rd/Fulwood Rd, Carr Bank Lane/Fulwood Rd, Tom Lane/Fulwood Rd and the entry/exits to the Esso petrol station on Fulwood Rd.</p> <p>I would finally like to suggest consideration of Stumperlowe Park Rd to be a school street or equivalent during start/finish times as the impact of poor driver behaviour from parents presents a risk and unpleasant experience to those families on foot.</p>
104.	<p>I have no objection to these, most of the roads included are narrow with parked cars and it would be difficult to exceed 20mph anyway.</p> <p>My concern is Fulwood Road which, between Nethergreen school and the junction with Slayleigh Lane attracts speeding drivers - cars often really belt up and down that stretch of road far exceeding 30mph. Nethergreen school is on that road and lots of children and parents from the school on Stumperlowe Park Road spill out onto Fulwood Road at home time.</p> <p>I wondered if it would be possible to have those speed reminder signs which light up if you go over 30mph installed there?</p>

	<p>This stretch of road is actually potentially more dangerous than the side roads you are covering.</p>
105.	<p>I would like to support the proposal. The evidence is clear that 20 mph is much safer than 30mph. Afterall, this is a residential area.</p> <p>My concerns are:</p> <p>a) How will the limit be controlled? Many drivers exceed existing limits with impunity. For example, I regularly drive down Long Line in Dore at 30 mph and people overtake me. It will be expensive to set up the new signage etc, but without regulation I am not sure how many drivers will change their habits.</p> <p>b) I think we need a cultural change, where drivers realise the roads are not race tracks, and that they need to show respect to other drivers and road users, and respect for the planet.</p>
106.	<p>I strongly support this proposal to make 20 mph speed limits in much of Fulwood and the nearby area.</p> <p>This speed limit is much needed to improve road safety and the quality of life in this area. It will impact little on car drivers whose use of cars can continue but at the same time a lot on pedestrians and cyclists.</p>
107.	<p>Thankyou for your letter of 23rd November 2023 regarding a 20mph speed limit in Fulwood.</p> <p>We note that this plan does not include Fulwood Road.</p> <p>We live on Fulwood Road. Cars drive on this part of the road at great speed and there are countless near misses, especially for people parked along my road endeavouring to get out. Add to this the children who are being dropped off and picked up, cyclists, older people using the shops along here and a speeding car is extremely dangerous.</p> <p>In the evenings the exhausts of cars racing up and down can often clearly be heard too.</p> <p>Therefore we are urging you to consider extending the 20mph area to incorporate the area of road from Stumperlowe Park Road to past Nethergreen School.</p>
108.	<p>I agree with the proposal to extend the 20 mph safe speed limit zone in Fulwood This is an important step in balancing car and pedestrian needs in our area.</p>
109.	<p>I support the scheme for Fulwood apart from the plans for Ivy Park Road. The northern section (after Snaithing Lane) appears to be in the new restricted zone, but this route is signed as a through route to the A57, eg for people living further south. I just don't think it's feasible for this to be 20mph and it would be much better to look at a pelican crossing near Whitworth Road for school children to access Taptan and King Edwards's schools.</p>
110.	<p>I am a frequent pedestrian and have lived in the Fulwood area for nearly 40 years.</p> <p>I thoroughly support the introduction of 20 mph areas as outlined in your letter of 2nd November.</p> <p>However I have concerns</p> <p>1. There is no safe crossing on Ivy Park Road, or Gladstone Road. This is shown on your map - where the boundaries of the two 20 mph areas seem to overlap. It is particularly acute on the junction with Ranmoor Cliffe Road. I have many times seen school children (Taptan / K Edward lower school / Notre Dame) coming from / going to Fulwood and Lodge Moor, or down Storth Lane / Belgrave Road hesitating and crossing here in an unsafe way. Over the years, I have helped many children across the road here.</p> <p>I therefore request a crossing here. If this is not possible, what about some traffic calming?</p>



	<p>2. Pedestrian crossing at the Gladstone Road / Fulwood Rd crossing. I know there has been a recent request for pedestrian crossing here. I thoroughly support this, particularly given that there is no safe crossing anywhere on Gladstone/Ivy Park Road - as outlined above.</p> <p><b>3. Ranmoor Cliffe Road</b> The walk along the lower part of Ranmoor Cliffe Rd (in the existing 20 mph area) continues to be dangerous. There simply isn't room in the road for cars going both ways, parked cars and vans, and pedestrians. I have tried to negotiate it with pushchairs, double pushchairs and wheelchairs - it is almost impossible. It is also unsafe for school children, often several abreast.</p> <p>One solution here would be to make this road one-way - up towards Watt Lane (so the other way from Ranmoor Road, which is often used as a cut-through, despite being only for access.</p> <p>4. Snaithing Lane There is a tendency for cars to speed up as they come up Gladstone Road and turn up Snaithing Lane. Your proposals for a 20 mph zone should help with this, but there should be large warnings - or perhaps traffic calming here?</p> <p>5. Enforcement What are your plans for making sure that the speed limit is observed?</p>
111.	<p>Quite simply, I have no objections, with young children and a cycling household, it is a step in the right direction for safer residential areas.</p> <p>My only concern is how this will change the behaviour of drivers. More will be needed such as road furniture and 1-way sections to ensure speed limits are adhered to.</p>
112.	<p>Thank you for sending details of the proposed 20mph Speed Limit Area in Fulwood.</p> <p>We have lived on Slayleigh Lane in Fulwood for over 40 years, i.e., on the "racetrack" linking Fulwood Road and Lodge Moor.</p> <p>The relatively wide verges and relative lack of on-street parking seem to encourage continual, excessive, speed; even cyclists regularly exceed 30mph as part of their daily "downhill."</p> <p>Road-level bumps are expensive, noisy, and require maintenance - but we have lived in hope.</p> <p>If you can make Fulwood a 20mph Traffic Zone using only signage then the proposal has our full, enthusiastic support.</p> <p>We have experience already of living for periods in East Devon near 20mph zones. Initially, we found that it takes a lot of concentration to adjust but within a short period of time it felt quite natural.</p>
113.	<p>Generally speaking I am very much in favour of your proposals. I live on Carsick Hill Road which is extraordinarily dangerous, especially at school times, with its very narrow carriageway and narrow footpaths often obstructed by parked vans and cars.</p> <p>I have 2 other observations: a) Such limit on the broad Southwestern extent of Hallamshire Road seem, perhaps excessive although I appreciate the difficulty of retaining small "islands" of the existing limit.</p>



	<p>b) To exclude the lower section of Crimicar Lane seems unfortunate. This road is fairly steep, quite busy and usually occupied by plenty of parked vehicles. It is appreciated that this is a bus route but so is Hallamshire Road. Buses themselves rarely attain 20 mph on this section anyway.</p>
114.	<p>I'd like to express my support to the proposed 20 mph speed limit in Fulwood.</p> <p>I live on Brookhouse Hill, a road which has many pedestrians walking down towards Forge Dam. There is a very sharp bend in the road where people often cross to go into Forge Dam. A reduced speed would make it much safer for people to walk and cross the road.</p> <p>The road is also a 'rabbit run' which has cars parked regularly all the way up the road. Reducing the speed of cars travelling on the road would make it much safer.</p> <p>The introduction of the limit would be much appreciated by us.</p>
115.	<p>We write to register our support for the proposed 20mph zone in Fulwood as per your recent letter to us.</p>
116.	<p>Firstly, we are extremely supportive of the proposed speed reductions and the desired benefits these will deliver. We are however wondering how the reduced speed limits will be enforced as our observation from other schemes is that the signage is largely ignored by motorists. Are you able to provide any information as to how these will be enforced please?</p> <p>Secondly, we have concerns about traffic in two particular areas as follows:</p> <p>1. Gladstone Road appears to be excluded from the proposed reduced speed limit. A large number of people, particularly school children walking in groups and children with parents cross this road on their walk to and from school and traffic speed along this road can be considerable. Furthermore, we have specific concerns regarding the junction between Belgrave Road, Storth Lane, Ranmoor Road and Gladstone Road, as show on the below image.</p>  <p>Many children cross Gladstone Road at this point as they walk to or from Notre Dame, Tapton, King Edwards, St Maries, Nethergreen and Hallam schools as this is one of the main walking routes to these schools and there are many people that walk along Belgrave Road as it is more quiet and one of the key routes across this part of Ranmoor/Fulwood.</p>

	<p>The issue that exists currently is due to a complex junction arrangement at the end of Belgrave Road, together with the confluence of Ranmoor Cliffe, Ivy Park and Snaithing Lane slightly further up the road. The junction vertical and horizontal alignments, coupled with curves on the roads, create poor visibility and blind spots in this area, with further challenges relating to the width of the road which means motorists often speed along Gladstone Road together with accelerating vehicles from these junctions where drivers are often looking out for other cars rather than pedestrians and cyclists.</p> <p>We therefore suggest that a speed restriction is put in place to cover this location on Gladstone Road and consideration is made to improve the safety of pedestrians crossing Gladstone Road in this location such as a zebra crossing (ideal), different road surface, an alternative road surface or painted lines/ section of surface on the road.</p> <p>2. Fulwood Road, is particularly busy and motorists frequently speed along this road which is a considerable risk given the number of schools adjacent to this road and the number of cyclists that use this road. There is space for a dedicated cycle route along this road and whilst this will come at a cost, the creation of such would enable the road width to be reduced, reducing vehicle speed and providing greater safety to cyclists and pedestrians.</p>
117.	<p>I am writing to confirm my full support for the proposal to make Fulwood a 20mph speed limit area. This will make it safer for my children who go to school in the area and will also make it safer for all children, cyclists, elderly and vulnerable adults.</p> <p>I am highly in favour of the 20 mph limit being introduced in Fulwood as soon as is practical.</p>
118.	<p>I fully support the proposal to introduce a 20mph speed limit in Fulwood but I am concerned about the omission of a particular stretch of road - Brookhouse Hill between Fulwood Church and the bottom of Crimicar Lane.</p> <p>This short stretch of road is hazardous for pedestrians for several reasons:</p> <ol style="list-style-type: none"> <li>1. It is a busy main route into the city centre and to numerous schools, hospitals and the two universities.</li> <li>2. The road is quite narrow at this point, certainly far narrower than along Fulwood Road.</li> <li>3. This section is on a hill which can result in cars travelling downhill at a greater speed than is safe for the area.</li> <li>4. There are 2 bends on this stretch of road, limiting the visibility of drivers and pedestrians.</li> <li>5. There is a bus stop on the downhill side, just beyond one of the bends in the road at a narrow point where there are also always parked cars.</li> <li>6. The pavements are narrow along this stretch.</li> </ol> <p>Many children and young people who live in Fulwood walk to school along Brookhouse Hill and Fulwood Road every day as this is the main route to Nethergreen Infant, Nethergreen Junior, King Edwards lower school, Tapton, St Marie's and Norte Dame schools. I think the inclusion of this stretch of Brookhouse Hill in the 20mph speed limit would greatly improve the safety of pedestrians and indeed all road-users.</p>
119.	<p>We strongly support blanket 20mph restriction for all of Fulwood for environmental and safety reasons. By that, we mean ALL, including even Fulwood Road.</p>
120.	<p>I am emailing to register my complete support for the proposed 20mph speed limits. There are a number of reasons why I think 20 mph limits are the right thing to do for urban areas.</p> <p>Safety is clearly a priority, and we know the research shows a significant reduction in serious injury as speeds are reduced, as well as a reduction in accidents as braking distances are also reduced. Cars are getting bigger, heavier and have higher front ends - they carry a huge amount of momentum, even at slow speeds. For me, I don't hear the argument enough</p>

	<p>that if you want bigger cars, you're going to have to drive them more slowly. SUVs weigh well over 2 tonnes (2000kg).</p> <p>Speed limits in urban areas are not the thing that lengthens journey times - whatever speed you do between successive traffic jams, it's the jam that dictates the time you'll arrive at your destination. Lowering speed limits will encourage more people to walk or cycle, as the slower speed of driving will reduce its perceived benefits. This will lead to fewer cars on the road, and will actually decrease journey times.</p> <p>Air pollution: lower speeds mean less pollution and better air quality.</p> <p>I support the Welsh idea that initial "enforcement" will be around educating drivers, rather than punishing them. My belief is that over time people won't see a detriment to 20mph limits, but will see benefits. The role of government is to make decisions that are for the greater good, and not bend to a vocal minority.</p> <p>I also think that we need good public transport and protected cycle routes. Nearly 40% of the poorest households in the UK don't have access to a car. Our towns and cities are designed around car ownership, which further disadvantages people in the lowest income brackets - for example being able to get to supermarkets to buy affordable, healthy food is impossible in some communities without access to a car (food deserts).</p>
121.	As a resident of Fulwood in the proposed area, we are writing to fully support the introduction of 20mph limit. We hope you will be in a position to introduce this in most residential areas.
122.	I strongly agree with the 20mph limit proposed for Fulwood.
123.	I am writing to strongly support the proposed 20mph speed limit for Fulwood. Thank you for sharing the details of the proposal which, if implemented, will help ensure safer streets/roads for all users.
124.	I'm writing in support of the proposal for the Fulwood 20mph areas recently sent round. However, I'd be keen for the area to be expanded to include Brookhouse Hill/Brooklands Avenue (outside the shops) as the road here is quite narrow and the pavement close to the carriageway, plus it's used by children going to and from school.
125.	<p>I'd like to register my support for the proposed 20mph speed limit in Fulwood. As a keen cyclist it is good to see the council trying to tackle these issues.</p> <p>The next thing to tackle is the on street parking, it really needs looking at. People often double park causing the roads to be narrow and or park on the pavement causing people in wheelchairs or parents with buggies into the road. On road parking also increases the danger to pedestrians and cyclists. I'd be grateful if you can add this to your to do list. I'm happy to provide examples within the area to help get you started.</p>
126.	<p>I fully support your proposals.</p> <p>I believe there's a consensus for this among Tom Lane residents. Certainly, amongst those I've spoken to directly or via our Neighbours WhatsApp group.</p> <p>Tom Lane is a rat run for delivery vans and worst of all, for large, often speeding 4WDs.</p>
127.	<p>I fully support 20mph speed limits in Fulwood</p> <p>I would like it extended to Fulwood Road which has multiple schools and the pavements are dark and hard to see pedestrians when driving. It is the most dangerous road. I would also like it extending to Crimicar Lane and Rochester Road.</p>
128.	Myself and my household fully support the 20MPH speed limit in residential areas. We fully believe this could save the lives of countless animals; inclusive of humans, domestic and

	wildlife. Furthermore, many of these roads have double parked car, making it unsafe to go any faster anyway.
129.	I am emailing to register my support for the Fulwood proposals. This can't come soon enough!
130.	I would like to register my support for the above proposed scheme. I live in Fulwood. I am a driver & cyclist and think this will help to make the streets in the area safer.
131.	<p>I would like to register my support most strongly for the proposed change to the speed limit to 20mph in Fulwood.</p> <p>I live on Slayleigh Lane and over time I have seen many cars exceeding the 30mph speed limit. There have been occasions when cars have come round the blind bend at Slayleigh Farm at such a speed as to almost cause an accident.</p> <p>Considering the rest of Fulwood, this can only benefit residents as a whole. There are three schools in the area with many children walking to and from them daily. Moreover, there are the sports clubs often attended by young people and with a large population this move will render the area much safer while also reducing pollution.</p> <p>I will look forward to seeing this change implemented as soon as possible in 2024.</p>
132.	<p>I want to register my strong support for the Fulwood 20mph limit. It makes sense in the context of other adjacent limits, will encourage active travel and improve safety. I would include Fulwood road in the limit too.</p> <p>I have seen comments on line suggesting it should just apply near schools. This seems likely to protect those who are driven to the school for the final few meters, but leaves those walking from home more vulnerable.</p>
133.	I fully support this, I live on Sandygate Road and the speed people drive at in proximity to so many school kids is the main reason.
134.	I wholeheartedly support the proposed 20 MPH zones in Fulwood. People drive far too fast so I would hope it would encourage people to slow down
135.	I fully support this proposal. I have lived in this area for 50 plus years. I also live near Hallam School.
136.	<p>I have seen the proposal for changing many roads in Fulwood to 20 mph.</p> <p>I have for years been asking that you reduce the speed limit on Redmires Road from 40 to 30.</p> <p>Its 30 from Hallamshire Golf Club entrance to Crosspool, but a racetrack in the other direction. If its 40, people exceed this, maybe to that they make up time for the 30 stretch...</p> <p>My concern is to reach the bus stops on the towards Crosspool side, children and old folk have to take their lives in their hands crossing the road, in some cases like the end of Hallam Grange Road, they have an extended area to cross due to the bus stop.</p> <p>If you take a look for the length of this road there are many places where it is dangerous to cross, and in most places where folk need to get to bus stops, there are limited areas to cross due to lack of pavement on the other side.</p> <p>In my view it should be 30mph for its entire length, the large gap between properties and the road, and the lack of properties on the other side can be the only reason for the 40mph stretch, this is outdated thinking and does not take into account the absolute need for people to be able to cross the road safely. This is a real issue first thing when the rush to work coincides with the school run, and kids trying to get to bus stops.</p>

	<p>My only other observation is that like all other areas I have travelled in Sheffield, the main roads should be 30 and the side roads should be 20. Proper signage is essential. We drivers pay considerably for the privilege of driving on the roads, so make it clear and obvious for us.</p> <p>I think its right that drivers use care and respect for cyclists at all times, and lower speed limits are needed. I think this should be reciprocated by not riding 2 or 3 abreast and by walking your bike up steep inclines and not wobbling all over the road if you cannot manage the rise safely.</p>
137.	I would like to register my support for the introduction of a 20mph speed limit in Fulwood - where my grandchildren live and go to school.
138.	I write to support this proposal.
139.	I would like to make my support known for the initiative to give the Fulwood area a reduced speed limit.
140.	<p>We are all in favour of this limit. However unless it is enforced it will be as pointless at the Low Emission Zone (all it is doing is sending commercial vehicles, and others, on longer journeys avoiding the zone and through where people actually live). We live off Slayleigh Lane where there is an existing 30 mph limit. Without fail every day vehicles come down in excess of 40mph, some over 50 mph. We exit Slayleigh Delph on a blind bend on Slayleigh Lane and whilst an exit triangle directing vehicle down Slayleigh Lane and double yellow line have both been beneficial commercial vehicle drivers (Ocado, DPD, Amazon etc) continue to turn right into a blind bend (otherwise they have to turn down Slayleigh Lane before turning to come back) and drivers coming down Slayleigh Lane at excessive speeds continue to represent an accident waiting to happen.</p> <p>So when drivers are already exceeding the 30mph limit by up to 20mph what difference will a 20mph zone make? They will take absolutely no notice of it.</p> <p>So what measures will be taken to enforce this limit? Or, like the Low Emission Zone, will it be just another good idea for the ratepayers to fund but, in practice, a total waste of time?</p>
141.	<p>I very much support your 20 mph zone. I want to point out an area which might need extra enforcement. People cut through Storth Lane to Fulwood Road. People pick up speed down the hill and come under the green bridge at some speed. They cannot see. We live at the bottom of the hill and I am often worried someone will be hurt.</p> <p>Could a 20 mph sign be put at the top of the road or as you go under the bridge?</p>
142.	As residents of Sandygate Road and daily cycle to work workers we support the 20 mph limit. We are keen to see a reduction in speed on Sandygate Road also. We frequently see drivers exceeding the speed limit and in the time we have lived here have had 2 high speed crashes outside our house onto the grass verge on the other side of the road. One narrowly missing our house.
143.	As a resident within the proposed area I fully support the introduction of the 20mph zone in Fulwood, making the roads safer for the whole community.
144.	<p>Thank you for your letter of 2<sup>nd</sup> November 2023 regarding a 20mph zone in Fulwood.</p> <p>I support this application.</p> <p>However, I note that it does not cover Fulwood Road.</p> <p>I live on Fulwood Road. Cars begin speeding as they head into town, passing Stumperlowe Lane on the left and then towards Stumperlow Park Road (again on the left) and beyond. Just past Stumperlow Park Road there is a blind curve in the road and there have been</p>

	<p>countless occasions when there have been accidents and near misses. I get nervous reversing out of my drive as they race towards me.</p> <p>In addition, lots of people cycle on this section of the road and there has been a number of collisions involved cyclists and drivers.</p> <p>I don't feel safe when crossing the road to Tescos. Many shoppers and neighbours have said the same thing to me. Shoppers often park their cars on the road by my house.</p> <p>Other shoppers have said to me that they don't feel safe when they get out of their vehicles opposite Nethergreen shops. Even though there is a pedestrian crossing close to the school, the speed of traffic scares a lot of people.</p> <p>There has also been a lot of issue with 'boy racers' in the evening and this must now stop.</p> <p>A lot of neighbours have young children and own cats and dogs and are concerned for their safety.</p> <p>Prior to the pandemic I lodged a complaint with our local MP.</p> <p>I would respectfully ask that you consider incorporating the section from Stumperlow Park Road to beyond Nether Green Junior school into your 20mph proposal.</p> <p>I would also add that there is a danger that Fulwood Road will become the major access route for speeding traffic if a 20mph is NOT imposed on it. Not only will this increase the amount of traffic but significantly the risk to pedestrians and school children.</p> <p>London at one point adopted the same strategy where it excluded 20mph from the main routes and this caused a lot of accidents and road pollution. As a result, London has adopted the rule that all routes are 20mph and the roads are much safer.</p>
145.	<p>I support the introduction of these 20mph zones. Unfortunately many drivers still ignore 20mph limits (for example Bents Green area). Unless they are properly policed many car drivers will still break the limits. Hopefully these drivers may eventually conform. The main road users are pedestrians (who continually have to invade car space to get from A to B) and cyclist trying to avoid being hit by well protected car users in a hurry.</p>
146.	<p>I am writing to express my total approval for the reduction in speed limits in residential areas.</p> <p>I live on Whitfield Road and it is often frightening the speed that cars fly down it.</p> <p>Personally I think the 20 mph limit should include Brooklands Avenue also especially past the shopping parade.</p> <p>I look forward to this being introduced at long last. My children have grown up now but it was always a worry with the speeds cars would go through our street.</p>
147.	<p>We approve of this scheme.</p>
148.	<p>Just a very quick email to say I'm 100% in support of the proposed 20mph speed limit being brought in to Fulwood next year.</p>
149.	<p>We live in the Fulwood area and have received your letter about the 20mph speed limit. We fully endorse the proposal.</p>
150.	<p>It's a great idea. Please go for it asap.</p>
151.	<p>I wholeheartedly support the 20mph proposed area.</p>
152.	<p>I've just received a letter and map from yourselves regarding the proposed 20mph limit for Fulwood.</p>

	<p>I think it's a really good idea for safety reasons to enforce a 20mph limit in close proximity to schools but, according to the map, it covers a much wider area including Redmires Road which I feel is not necessary. If the map could be reviewed to cover a smaller area around the schools I would support that.</p>
153.	<p>Whole heartedly in favour of the proposal. Thanks for the Councils great work on this.</p>
154.	<p>Thank you for the notification of the Proposed 20mph Speed Limit Area for Fulwood</p> <p>As a resident of Brooklands Avenue I am in support but without traffic calming measures I am doubtful that drivers who currently find sticking to 30mph a challenge will follow the proposed restrictions. Are traffic calming measures being considered and is there any opportunity to collect data on the current speeds on Brooklands Avenue.</p>
155.	<p>I live in Fulwood, on Brooklands Crescent. I fully support the proposal, on grounds of safety for pedestrians, pets and wildlife. Also reducing noise and air pollution</p>
156.	<p>I would like to register my support for the proposal: the area indicated seems broadly sensible.</p> <p>I would like to temper my support with the following observations:-</p> <ul style="list-style-type: none"> <li>i) Many/most accidents are caused by excessive speed, usually well in excess of the existing speed limits. Reducing the limit in places will probably not alter this behaviour significantly, and the benefits described in the letter will not be achieved in the near future. It is important to keep a grip on reality! Be cautious, therefore, in the claims you make.</li> <li>ii) I take your point, however, that this may be the beginning of a long term cultural process which challenges excessive speed in suburban areas. This is to be welcomed.</li> <li>iii) It is unfortunate that the country's whole legislative/fiscal nexus seems intent on supporting the motor industry's determination to introduce vastly larger vehicles, heavier vehicles, quieter vehicles and those with astonishingly greater acceleration from rest. Unless this is challenged it will inhibit or negate the beneficial effects of your proposal. I would encourage the Council to undertake as much lobbying as possible in this respect.</li> </ul>
157.	<p>This is brilliant! You have my full support. Whiteley Lane in Fulwood is often used as a race-track -especially in Summer time. This would help children and families to cross more safely to the park.</p>
158.	<p>I am a resident within the proposed 20mph speed limit area in Fulwood. I would like to say that I am supportive of the 20mph speed limit for the reasons set out in the letter I received from Sheffield City Council.</p>
159.	<p>I am emailing regarding a letter we received proposing a 20mph limit.</p> <p>I would definitely support this as we live in the proposed 20mph area.</p> <p>The cars don't only speed along this road as it is used as a cut through from Foster Way and Jeffcock Road but the cars also mount the pavements so drivers don't need to stop to let oncoming traffic through.</p> <p>Outside our house is constant with cars having to reverse and mounting the pavements because they come round the bend at ridiculous speeds.</p> <p>This is an issue as we have a young child and so do our neighbour's, it's only a matter of time until a serious accident occurs.</p>
160.	<p>I would like to register my support for the proposal of changing the speed limit in Fulwood to 20mph.</p>
161.	<p>I would like to register my complete support for this proposal.</p> <p>My only observation is that it would also be ideal if the speed limit on Sandygate Road / Redmires Road could be lowered from 40mph to 30 mph as part of this proposal too.</p>

162.	I am keen to register my positive support for your proposal to change the speed limit to 20mph in Fulwood. Additionally I would like to hear what the council will be doing to enforce the 30mph speed limit on the Redmires Road. Too often people driving from Redmires towards Sandygate do not slow down as they go down the hill from the 40mph to the 30mph section of the road.
163.	We are writing to support the proposal to change the speed limit to 20mph in our area.
164.	I fully support the introduction of a 20 mph speed limit but why exclude the hill on the Fulwood Road past the Nether Green First and Middle schools? Surely if you are concerned about the safety of children then this is where you want the limit. Also, whenever I have driven up and down the lower half of Crimicar Lane, I invariably have to stop to let others pass because of parked cars so why not put one on that stretch. In fact why have this corridor at all.
165.	I am writing to express my support for the proposed 20mph speed limit area in Fulwood. It will make the area safer for everyone.
166.	I would like to register my support for the proposed 20mph zone in Fulwood.  A very good idea indeed.
167.	I would like to express my support for the proposed Fulwood 20mph speed limit.
168.	Well done the Council! Absolute, unequivocal support for this proposal, from a resident who has to put up with a variety of delivery vans shooting up and down Hallam Grange Rise at plus 30mph (I can tell from the sound of the engine) putting other cars and pedestrians in danger, to say nothing of domestic animals.  Thank you for proposing to make our streets safer.
169.	Just returned home to find letter and plan for 20mph zone in Fulwood. Fantastic news! Fully in support, crack on - how soon can we make it happen!! :-)
170.	I am just writing to support the proposal to reduce the speed limit in Fulwood to 20mph. I think it will be better for the environment and safer for children, pets, pedestrians and cyclists, without causing any significant disruption to drivers.
171.	Full support for whole plan
172.	I want to respond to say I am in favour of the proposed 20 mph zone in Fulwood. It will save lives and make for a better environment for us all. I live on Stumperlowe Park Road that has Nether Green infant school on it. If u have to not implement the wider scheme due to objections can I ask that u implement a smaller scheme on my road due to presence of the school. It has always felt wrong to me that we didn't have a 20 mph limit years ago to protect the infant age children.
173.	We fully support the proposed 20mph limit in Fulwood. Could we further propose a zebra crossing between the bottom of Brooklands Crescent and the entrance to Forge Dam. There is pretty much a constant stream of children and other users crossing what is now a fast and busy road (Whitely Lane).
174.	We have received the letter about the proposed 20mph speed limit in Fulwood and I wanted to email our support for the proposed changes. We have 2 young children so improving road safety is important to us.  Thanks for your work on this project
175.	I write to register our support for the proposal of 20 mph in the Fulwood area in which we live.
176.	Excellent idea, I approve.  Why exclude Fulwood Road, though? I would much more like the road from nether green to fulwood included, as far too many cars drive at more than 40mph on there in both directions.
177.	I support the proposal for 20mph speed limits for Fulwood.



	I would like to see Crimicar Lane included in the proposals.
178.	<p>Most residents would be in agreement to infant and junior schools but only to several roads only around them the appending curtilage.</p> <p>The further monies to roadmarkings and further signage outside several streets :</p> <p>Safety of all groups - monies of further signage and road markings better spent on prohibiting HGV's passing through our residential area.</p> <p>Due to steep gradients and high altitude money better spent on all groups safety for slow removal of leaves blocking outdated and insufficient drainage especially in winter months.</p> <p>More grit bins to the top and bottom of a steep street/road.</p> <p>The carriageways and footways that were only replaced some 10 years ago are now seriously degrading potholed and patched and patched.</p> <p>Parking of vehicles in junctions blind bends turning areas no enforcement from the council.</p> <p>Who would police the 20mph areas as residents in s10 seem to think it does not apply to them or passing traffic.</p> <p>One would hope some more monies allocated to training the children in road safety and cycle proficiency.</p> <p>The roads in our residential area with parked cars make it unsafe to use a bicycle or indeed walk down a footpath if you are blind.</p> <p>Perhaps speed humps around schools would be useful also.</p> <p>Hope this assists with the spending of Public funds to help all groups in our area not just children.</p>
179.	<p>I fully support the introduction of a 20mph zone in Fulwood</p> <p>I live on Hallam Grange Road. Because of the layout of the junction with the Crescent, drivers often accelerate from an already high speed. This is potentially dangerous especially at school arrival and departure, especially where the footpath crosses the road.</p> <p>I am surprised that Crimicar Lane has been excluded from the plan.</p>
180.	I am 100% supportive of the above proposal for Fulwood. I live on Hallam Grange Road and will welcome a 20 mph limit here though I suspect it will not be adhered to unless it is monitored.
181.	<p>Thankyou for your recent correspondence.</p> <p>I fully agree with the 20mph limit.</p> <p>I don't understand why it does not apply to Fulwood Road and Crimicar Lane?</p> <p>The journey from Nether Green School at one end of the proposed area, to the Shiny Sheff pub at the top of Crimicar Lane is 1.7 miles. By my calculation this would take 3.4 minutes at 30mph and 5.1 minutes at 20mph.</p> <p>Why can't we persuade people that a 1.7 minute delay is not a reason to make the corridor much safer for drivers, children crossing the road, cyclists and all other road users?</p>
182.	We have recently received a consultation on a proposed 20 mile per hour speed limit in our area of Fulwood, Sheffield.

	We want to offer our complete support for this proposal.
183.	I am writing to confirm our support for the above proposal.
184.	<p>I am writing to support wholeheartedly the proposed 20mph speed limit in Fulwood.</p> <p>The evidence is overwhelming that this limit is essential in residential urban areas.</p> <p>No doubt you will get objections from some car-users, but speaking as a former car-user, the inconvenience will be minimum and the advantages undeniable. And please be assured that many people will support the speed limit.</p>
185.	Further to your letter of 2/11/23, I would like to register my whole hearted support for the proposed 20mph speed limit in Fulwood
186.	<p>Thanks for the opportunity to feedback on these proposals in S10 &amp; surrounding areas. In general I support the proposals but wonder if the area is too large &amp; hence reduces its impact. More targeted areas directly around schools would I think have more impact.</p> <p>I'd add to this that the speed limit on Redmires Road between the Hallamshire golf club and The Three Merry Lads should be reduced to 30mph. The speed at which people leave the 40 mph limit has an impact on the speed they continue into the current 30mph areas. Add to this major developments on Redmires Road should require a reduced limit.</p> <p>Some sort of enforcement is likely to be needed to get some motorists to observe a 20mph limit.</p>
187.	I wanted to register my approval for this speed reduction project. We live on Hallam Grange Road and many people park on this road to pick up their children from school. It is also used as a thoroughfare by some who drive even in excess of the 30 mph current limit and I feel this proposal would help improve safety.
188.	I would like to express my support for the proposed 20 mph areas in Fulwood, Sheffield S10.
189.	<p>I am just writing to express my support of the 20mph area in Fulwood. My children are at Hallam primary school and we walk to school and back daily, as well as trying to walk to the shops and other activities rather than using the car. The children are also learning to cycle and it would be great to have safer roads for them to do this. We do have some drivers along Barncliffe Crescent who drive very fast. It would be great if this would reduce this.</p> <p>I would also recommend 20mph around Lydgate infant and junior schools as we previously lived in that area and the roads felt very unsafe with young children.</p>
190.	I would like to express my support for the 20mph areas in Fulwood. This should make the roads safer for my young children and myself as a cyclist.
191.	<p>Just a note to let you know we definitely support this proposal.</p> <p>We have long been concerned about the visual obstruction caused by parking on and around the crossing of Hallam Grange Road to access Hallam school at busy times and about the near misses we have seen. There are no road markings to indicate the hazard to drivers. A reduced speed requirement may help to make this more comfortable for young families, as would space to see approaching vehicles and children.</p> <p>We need to use a wheelchair and the camber of the pavements is such that we need to travel in the road to maintain stability. The limit may enhance our safety.</p>
192.	<p>I am writing to express support for the proposed 20mph in Fulwood, though request a slight extension of the zone.</p> <p>Currently Fulwood Road, Brookhouse Hill and Crimicar Lane form a cut through the zone. As main roads I understand why.</p>

	<p>However, Brookhouse Hill is much narrower than the rest of the route, is on a hill, and has an “S” shaped bend. Going west it delivers cars into the shopping area in Fulwood, where there is an unmarked “pinch point” to allow shoppers to cross Brooklands Avenue. Also shoppers cross at the eastern end (i.e. bottom end) of Crimicar Lane, where there is bus stop. Cars turning from Brookhouse Hill onto Crimicar Lane cannot be seen by anyone crossing towards the shops.</p> <p>I request / suggest that Brookhouse Hill, Brooklands Avenue shopping area, and the east end of Crimicar Lane be INCLUDED into the 20mph zone.</p>
193.	As per the recent letter regarding the introduction of a new 20mph speed limit around several schools in S10, I just wanted to write in support of this scheme.
194.	<p>I would like to register my support for this proposal. Our neighbourhoods have lots of children and elderly people who would feel much safer walking about. It would also encourage me to use my bike more.</p> <p>My concern is that delivery drivers will take no notice and they are often the worst for speeding.</p>
195.	<p>I am writing in support of the proposed introduction of the 20 mph speed limit in Fulwood.</p> <p>We live near to Hallam primary school and have regularly witnessed speeding cars at pick up/drop off times - the proposed measures would hopefully help to combat this as well as in the wider area of Fulwood.</p>
196.	<p>I would like to register my support for the proposed 20mph speed limit in Fulwood.</p> <p>Reason We live on Whiteley Lane and on occasions, especially at weekends, some cars career up the road towards Quiet Lane driving at very excessive speeds.</p> <p>There are often children crossing the road to go to Forge Dam, horses walking down the road and quite a few weddings/meetings at Fulwood Chapel and I feel it is only a matter of time before an accident happens, so I really hope this proposal is implemented.</p>
197. X2	<p>Thank you for your letter of 2 November 2023. I should like to express my strong support for a 20mph speed limit in Fulwood, as set out on the attached plan. I would also support an extension to the scheme to include the section of Fulwood Road outside Nether Green Junior School, perhaps from Storth Lane to Carr Bank Lane, and the top section of Nethergreen Road where it approaches Fulwood Road.</p> <p>The roads in this area seem to be used as rat runs by many and the wide road junctions in many locations invite drivers to speed. This along with inconsiderate parking does not encourage walking, wheeling and cycling and some parents are, understandably, reluctant to support children in choosing these modes of transport.</p> <p>I would welcome the introduction of school streets around the local infant and primary schools and in the longer term a low traffic neighbourhood rolled out across Fulwood.</p>
198.	<p>I fully support the proposal to slow traffic to 20 mph in Fulwood and make the area safer particularly for children.</p> <p>thankyou for introducing this initiative</p>
199. X2	<p>I would like to register my support for the proposed 20mph speed limit area in Fulwood. There are several reasons for my support. I have given the reasons using "I" but suspect that others may also agree.</p> <ul style="list-style-type: none"> <li>• I will feel more confident in using my bicycle</li> <li>• I will feel more confident walking with my grandchildren in the locality</li> </ul>

	<ul style="list-style-type: none"> <li>• I will feel more confident in walking along roads where there aren't proper pavements (eg Blackbrook Road, nearer the junction with School Green Lane)</li> <li>• There are times when our road (Hallam Grange Road) is like a race track with people zipping around the corner from Hallam Grange Crescent and then accelerating up the road, regardless of the time of day. When the school is finishing parents do still park on this road and it can be quite congested.</li> <li>• if the speed limit is 30mph people tend to travel at say 35mph on some roads, so hopefully a 20mph limit will make them think twice and reduce their speed</li> </ul>
200.	<p>I fully approve of the 20 mph area that is proposed for Fulwood.</p> <p>However it seems odd - given the justification for 20mph limits - that Fulwood Rd as it passes Nethergreen Junior School and close to the Infants school will still be a 30mph road. This seems counterintuitive and also means drivers may be distracted by signage as the speed limit changes near the schools and not see children crossing the roads where these signs will need to be.</p>
201.	<p>I am fully in support of the proposal as I think it will contribute to safety for pedestrians and drivers alike. The area is quiet and residential with many minor roads and changes in gradient. It does not lend itself to higher speeds as visibility is often curtailed by bends, rises and junctions.</p>
202.	<p><u>To inform that I am fully in agreement with this proposal .</u></p> <p>However, with some caveat's, what is the point of spending all this money unless you have the means to enforce it!! For Example, I frequently travel along the parkway to get to Rotherham of which all of it is a 50mph limit. There is total disregard of this, particularly in the outside lane, the occupants know full well there is no chance of being caught. Surely, fines can pay for the cost of enforcement and then we would really see accident figures reduced.</p>
203.	<p>I am writing to offer my unequivocal support to the proposed 20 mph speed limit area in Fulwood.</p> <p>I walk to work and have had repeated near misses with vehicles travelling at 30 mph down Pitchford Lane, where the road is little wider than a vehicle and the pavements are about 0.5 m wide. On occasions I have had to swerve - on the pavement - to avoid fast-moving wing mirrors and other vehicle parts that project across the pavement. Parents on the school run to Hallam Primary are particularly prone to driving recklessly along this narrow lane.</p> <p>Fulwood has many narrow lanes which I already drive along at less than 30 mph because the visibility is poor. Only yesterday I had to break suddenly on Stumperlowe Hall Road because a vehicle flew too fast around a blind corner.</p> <p>I walk along Sandygate Lane. I know this is not in scope of the proposed regulations, but the pavements are not large there and I am regularly passed at close quarters by vehicles doing 40 mph and sometimes 50 mph. It can make one feel quite unsafe. I am not advocating for a change in the speed limit on Sandygate Lane, but it would be nice if motorists did not exceed the current maximum of 30 mph.</p>
204.	<p>We totally agree with the proposed 20mph for Fulwood. We live on Hallamshire Road and wish this was in place when our children were growing up</p>
205.	<p>Thank you for the information regarding the proposed 20mph speed limit for Fulwood. I would like to register my support for the proposal. The only question I have is how will this be enforced as the double yellow lines in the area are frequently ignored?</p>

206.	<p>After a later from the Strategic Transport, Sustainability and Infrastructure Team dated 2nd November 2023, I'm writing to express my strong support for the 20mph limit for Fulwood.</p> <p>Those who would benefit here:</p> <ul style="list-style-type: none"> <li>• Children and parents using the 3 primary schools on the map</li> <li>• Secondary students walking or cycling to 2 schools locally and walking to catch buses for schools further afield</li> <li>• Cyclists (especially young cyclists....their secondary school bike rack has very few bikes parked there because of low cyclist safety, car dominance and speeds)</li> <li>• Many families with pre school children</li> <li>• Many retired and older people who are high in numbers her</li> <li>• Existing and potential Cycle commuters travelling to local hospitals, universities, station and other city workplaces</li> <li>• Pets and wildlife</li> </ul> <p>Hallamshire Road, where we live, is long straight road which is used for high speed driving or to do a 'circuit' in fast cars. People regularly drive well over the 30mph limit.</p> <p>It would be good to hear you monitor compliance with the new scheme.</p>
207.	<p>I write to strongly support the introduction of a 20mph traffic speed limit in our neighbourhood of Fulwood Sheffield. This lower speed limit is particularly needed in Whiteley Lane as traffic speeds (I mean well over 30mph) down the hill there after emerging from the end of Quiet Lane, a derestricted speed area, then passing between often two lines of parked cars and within a car's width of people entering and leaving park entrance gates.</p>
208.	<p>I am in favour of the proposal as both a resident and a regular cyclist passing through the areas outlined on the plan distributed. There is also an infant school on our road and as such the road definitely needs a 20mph limit.</p>
209.	<p>I'm just writing in support of the proposed 20mph zone for Fulwood (and everywhere else you're) considering it. The reduction of speed limits in urban areas makes abundant sense on many levels and will help make it a more pleasant experience to live, walk and cycle in the areas. I think that the council should continue to take all possible measures to de-prioritize cars. I am a regular driver but as a society we have become far too dependent on them, and need to look at other cultures where walking and cycling are the norm for short urban journeys. Making it a bit less convenient for drivers is a good thing in my view. This should be mirrored with investment in proper segregated cycling infrastructure, not just token white lines, I would love my teenage daughter to cycle from Fulwood to School in Broomhill but currently the infrastructure is just not good enough for her to feel confident.</p>
210.	<p>We are in support of the change to 20mph on residential roads in Fulwood (with the exception marked on the map of Fulwood Rd)</p>
211.	<p>I'm a resident of Fulwood (Crimicar Lane). I fully support the proposals for 20mph zone(s) in the area (and indeed in other areas in Sheffield).</p> <p>It appears from the map that Crimicar Lane has been omitted from the zone. I'd encourage including it - speeding occurs regularly on this road.</p> <p>Note, initiatives to slow cars and discourage their use in the centre MUST be worked along side improvements in public transport and cycling infrastructure. Busses are my preferred method of travel yet they are regularly late, or run one immediately after the other (as they are run by different companies).</p> <p>Travel discount tickets and a more joined up, centrally run bus transport systems should be implemented.</p>
212.	<p>We agree with the proposed 20 mph in Fulwood.</p>

213.	This is to register our support for the proposals in Fulwood.
214.	I would like to register my support for the Proposed 20mph Speed limit area. I think that it is an excellent plan to reduce the speed limit. (Some cars even exceed the current speed limit). I am very aware of adults and children walking on pavements every day to school and just a few inches from the very heavy traffic on the road. I have a car myself but I am very happy to support the proposed speed limit.
215.	Thank you for your letter of 2 November 2023 (which seems to have arrived before it was sent!). I should like to express my strong support for a 20mph speed limit in Fulwood, as set out on the attached plan. My only suggestion is that this should also include the section of Fulwood Road outside Nether Green Junior School, perhaps from Storth Lane to Carr Bank Lane, and the top section of Nethergreen Road where it approaches Fulwood Road.  Many of the streets in this area are discouraging for parents who would like their children to walk to school, partly because of inconsiderate parking but also because they are used as 'rat runs' and many of the drivers passing through seem more intent on their own rapid progress than the safety of others. In the absence of political will and funding to make our streets safer and more accessible for all road users rather than just motor vehicles by the implementation of Low Traffic Neighbourhoods, a 20mph zone would be a good step in this direction.
216.	Thanks for the opportunity to respond.  I am in favour of the proposed 20mph areas In Fulwood and hope there will be adequate signage. I think a grace period should be included in order for road users to adopt the new habits.  I am unclear if the bus routes will also be subject to these restrictions?  Double parking on many roads means that the proposed 20mph make every sense.
217.	I SUPPORT the proposed 20 MPH areas.
218.	We strongly support the introduction of a 20mph speed limit in Fulwood.
219.	I support the introduction of 20 mph areas in Fulwood
220.	I would like to support the proposed extension of the 20 mph speed limit to the Fulwood/Nether Green areas of Sheffield as outlined in the letter of the 2nd November 2023.
221.	I fully support the 20mph zone. Unfortunately the speed limit at the moment is 30mph and there is nobody policing this, who will police the 20mph zone? To exit onto Fulwood Road we have a blind corner both ways, It's an accident waiting to happen. We have asked for road safety measures to no avail.
222.	I have just received notification of the proposed 20mph speed limit for Fulwood and would generally like to express the support of my wife and I for this and the introduction of similar limits in other parts of Sheffield.  In addition I would like to say that the use of live feedback speed information such as the display on Hangingwater Road showing what speed one is doing is a particularly effective way of encouraging drivers to be aware of their speed. I believe such a camera and display will be essential on the downward slope of Slayleigh Lane approaching Chorley Road, where drivers regularly exceed the 30mph limit currently in force.  I would also like to draw your attention to the difficulty pedestrians have crossing the roads at the junction of Gladstone Road and Fulwood Road, where I understand the speed limits will remain 30mph. Partly because of the curve of Hangingwater Road as it comes up the hill to this junction, visibility is not great at the traffic lights and pedestrians often have to take their lives in their hands to cross here. It is bad enough for me, still capable of breaking into a run, but for elderly pedestrians this is a very real worry. Perhaps the council could change these lights to include pedestrian crossing buttons?

	<p>On Blackbrook Road in Lodge Moor there is a section where there is no pavement and where it is effectively only one and a half vehicles wide. I hope that the whole of Blackbrook Road will be made 20mph? As this is a regular route for many pedestrians and dog walkers, many of them elderly I suggest that there should be a pavement along the whole length of this road.</p> <p>Where Blackbrook Road turns onto Harrison Lane up to where the houses start on School Green Lane there is also no pavement, though the speed limit is unrestricted on this stretch and again, many pedestrians and dog walkers use this on a daily basis.</p>
223.	I wish to register my support for the 20mph proposal in Fulwood.
224.	I am writing to give my whole hearted support to the proposed 20mph limit in Fulwood. I live on Crimicar Lane i often see people driving dangerously fast and as parent this worries me greatly. There are always kids on bikes, scooters and on foot, everywhere here. The demographic is largely young families and I am delighted this is being proposed.
225.	<p>I support this idea.</p> <p>It should also include Upper Fulwood and Lodge Moor.</p>
226.	We are broadly in favour of the proposed 20 mph restriction but regard the consultation as flawed because the map supplied is virtually unreadable, much too small in scale and with near-invisible print. Get your act together SCC, especially on anything involving Amey!
227.	I wish to register my support for the proposed 20 mph speed limit in Fulwood.
228.	<p>I received the letter this morning outlining the plan for a 20mph zone in Fulwood.</p> <p>Before I give you my comments on the proposal I want to let you know that I have looked online at the web address given in the letter to see the map (it is impossible to use/read as printed out even with magnifying glass) and I cannot find the proposal anywhere, despite using the web address and also trying various searches. Also, the telephone number you give in the letter if you want to see the proposal in an alternative format is no longer in use, according to an automated message at that number. I hope you can correct these errors asap or everyone else will be contacting you with these problems.</p> <p>I am in favour of a 20mph zone for Fulwood but think that it should extend further than proposed. It should include Quiet Lane, Wood Cliffe, Common Lane, Cottage Lane and Crimicar Lane. There should also be a scheme reducing vehicle speed to 20mph in on the Ranmoor section of Fulwood Rd.</p>
229.	<p>I wholeheartedly approve of the proposed scheme; in fact I've been dreaming of this for some years and wish it could be introduced tomorrow.</p> <p>I approve exactly for the three reason given in your letter. Barncliffe Road &amp; Winchester Road see regular examples of dangerous and antisocial driving at inappropriate speeds.</p> <p>My next wish is a ban on pavement and verge parking, particularly that which blocks the mobility ramps installed a few years ago during resurfacing works. Some drivers view these as access ramps for parking.</p> <p>Please do not be deflected by an organised, but minority, opposition to this scheme.</p>
230.	<p>I would like to register my formal support for the scheme. As a regular walker, runner and cyclist in the area I regularly witness excessive speeding in the designated areas, especially during rush hour and the often chaotic school run sessions. Clearly some level of enforcement would help.</p> <p>Personally I would also like to see some level of parking restrictions introduced in school zones to discourage the number of parents who insist upon getting close to schools to drop</p>

	off their children. The sheer volume of traffic and the often frantic driving of inconsiderate parents exacerbates the challenge of achieving safety on our roads.
231.	<p>The plan supplied is not the clearest I have seen in my profession career, but I understand the scope of the overall proposal.</p> <p>I do fully support this proposal and will be pleased to see it implemented; however how will it be enforced?</p> <p>I have lived on Moorcroft Road for something in excess of 20 years and I have seen what was a fairly quiet road, turn into a "rat run". The root cause of the issue being the now high volume of vehicles travelling between Ringinglow Road and Redmires Road. Often at speeds well in excess of 30 mph. Having a young family this is concerning.</p> <p>Moorcroft is not the widest of roads and there is a good amount of on-street parking. Although as a motorist myself and I do hate them sleeping policemen (traffic thresholds) may be an additional solution.</p>
232.	<p>Thanks for your letter regarding the proposed change to the speed limit in Fulwood.</p> <p>My husband and I both support the proposal.</p>
233.	<p>I have just received the letter with regard to above.</p> <p>The proposal for Fulwood seems eminently sensible. The area is almost completely residential, many of the roads are quite small and quiet.</p> <p>A 20mph speed limit should make comparatively little difference to how many people drive at the moment but sends a useful message to all drivers.</p> <p>I support the proposal completely.</p>
234.	<p>I write to give my wholehearted support to the proposed 20mph zone covering my area in Fulwood.</p> <p>I am sure you will receive many letters from selfish, unprincipled, petrol-heads trying to vaunt their "right" and "freedom" to drive at any speed they desire but I would urge you to stand firm in your resolve to implement this measure, 20mph zones have been unequivocally proven to be safe, produce less pollution and improve the life of residents while causing minimal disruption to drivers and businesses. After all, the new speed limit will only increase the average journey time in the zone by less than 90 seconds!</p>
235.	<p>As a resident living in this area I am writing to say that I fully support this proposal. My experience of this type of limitation is that it makes driving safer and more relaxing, within no obvious impact of journey times etc.</p> <p>I hope you get a positive response and look forward to the plan being implemented</p>
236.	<p>I wish to support your proposal. My one concern however is that unless there is some monitoring system, in particular on the wider roads e.g. Hallamshire Road and Slayleigh Lane drivers may well revert to old speeds if they know there is no supervision.</p> <p>I have been a householder on Slayleigh Lane since 1975 when our road was a quiet lane with not much traffic. Over the years it has become a speedy shortcut between Lodge Moor and Fulwood Road and traffic regularly races past. Even if a just mobile speed camera were occasionally used it might help to enforce the rule.</p>
237.	I am emailing to register my support for the proposed 20 mph speed limit in Fulwood
238.	<p>Re : Fulwood speed limit , I am a resident and car owner who would prefer to walk around my area . I approve of the proposed 20 mph limit.</p> <p>Is it obligatory or discretionary</p>
239.	My husband and I would be delighted to a 20mph. speed limit on Fulwood Rd.



	As we live on a very restricted view of Fulwood Rd plus one of the worst bends on Fulwood Rd for seeing traffic coming both ways this is a very good decision especially if you are trying to cross this road for buses.
240.	I fully support the proposed 20mph speed limit in Fulwood. Please introduce this as soon as possible. And if you are considering to reduce the 40mph on Redmires Road to 30mph I fully support this as well.
241.	I should like to register my support for the proposed speed limit in Fulwood
242.	Thank you for your letter about the change of speed limit in Fulwood to 20 mph. As a local resident, pedestrian, bus user and car driver, I am fully in support of this proposal.
243.	We would like to support to proposal for a 20mph zone in Fulwood.
244.	Just to inform you I support this fully. As a parent to children on Tom Lane, I am hugely concerned at the speed of vehicles travelling down to the junction at Fulwood Road. Anything to help prevent a horrible accident here is massively welcomed.
245.	We are both fully in support of the proposal.
246.	I'm writing to express my support for the Fulwood 20mph area - it is an excellent plan and having seen 20mph in place in Wales it has made a significant difference.
247.	I am emailing to offer my full support for the proposal.  This is an excellent initiative as it will make the roads safer and also help to reduce pollution.
248.	Having received notification of proposed 20mph Speed limit Area in Fulwood - attached was a useless plan that I cannot read. Tried going on website, no good unable to track down what I wanted, which was to see the names of the roads bordering the limit area so that I can then understand which roads are within the area of the limit.  Please could you send me the information that I require. I would be grateful.  As a general comment, I agree with the limit near to schools and on those roads where children walk to school such as Carsick Hill Road but as a general rule I am not sure that I agree. This is because I recently encountered a 20mph limit and found that I was not properly looking at the road because I was constantly checking my speedometer instead which is not good, and it is quite difficult to maintain the low speed which I strongly suspect causes more emissions.  I look forward to receiving a more detailed Plan of the area with the borders properly named.
249.	I support the proposal as much as I can tell from the poorly defined map. I suggest you include Fulwood Road as that is where a lot of speeding happens. I would also like to see more drivers driving in excess of the speed limit being charged. There is not much point reducing the speed limit if no-one gets prosecuted for exceeding it.
250.	I'd like to respond to the 20mph proposals for Fulwood. I'm totally in favour and think it's past time to be doing this. I'd also like to include Crimicar Lane in its entirety.
251.	I write to give our full support to the 20mph proposal for Fulwood. However, how it can be implemented remains to be seen. I suspect it will remain such as me keeping to the limit and the car behind trying to get into my boot. Best of luck
252.	I am fully in support of this proposal.  Many roads are very busy and parked up. There are lots of kids needing to walk around the area who are obliged to cross roads on awkward bends. It is not safe to drive at 30mph.  I would add there needs to be better signage / warning / traffic calming to slow cars near to the Coldwell Lane / Sandygate Road / Carsick Hill Road junction as cars come flying down Sandygate Rd and it's hard to get full visibility when pulling out from Carsick Hill Road or Coldwell Lane.





## 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:** *14 February 2024*

**Subject:** *Report objections to the Speed Limit Order for High Green 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 checked="" type="checkbox"/>	No	<input type="checkbox"/>
Does the report contain confidential or exempt information?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:-				
<i>“The (<b>report/appendix</b>) is not for publication because it contains exempt information under Paragraph (<b>insert relevant paragraph number</b>) of Schedule 12A of the Local Government Act 1972 (as amended).”</i>				

### Purpose of Report:

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

**Recommendations:**

The Transport, Regeneration, and Climate Committee is recommended to:

- a) Approve that the High Green 20mph Speed Limit Order be made, as advertised,
- b) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
- c) Approve the introduction of a part time 20mph limit on Greengate Lane outside Greengate Lane Academy subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

**Background Papers:**

**Appendix A:** consultation letter

**Appendix B:** Proposed scheme boundary

**Appendix C:** Objections to the SLO

**Appendix D:** Support to the SLO

Lead Officer to complete:-		
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.	Finance: Damien Watkinson
		Legal: Richard Cannon
		Equalities & Consultation: <i>Annmarie Johnson</i>
		Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>SLB member who approved submission:</b>	<i>Kate Martin</i>
3	<b>Committee Chair consulted:</b>	<i>Ben Miskell</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	

<b>Lead Officer Name:</b> <i>Lisa Blakemore</i>	<b>Job Title:</b> <i>Senior Transport Planner</i>
<b>Date:</b> 10/01/2024	

## 1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 53 'sign only' 20mph areas have been completed as well as 12 child safety zones.

1.2 The Strategy was updated on 8<sup>th</sup> January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.

1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in August 2021.

This report details the consultation response to the introduction of these 20mph speed limits in High Green (as well as a part time, advisory 20mph speed limit on Greengate Lane outside Greengate Lane academy), reports 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.

1.5 The Programme for 23/24: Below are the schemes identified for the 23/24 financial year. Initial Business Cases were submitted in April and consultation is planned to start in the next couple of months.

- Brincliffe
- Earl Marshall
- Greenland
- Loxley

- Netherthorpe
- Bradway (funded from Road Safety Fund)

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

## **3. HAS THERE BEEN ANY CONSULTATION?**

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.
- 3.1.1 There have been 2325 letters and A3 colour plans sent to each resident within the proposed boundary. Plans were also available on the Council's website, and additional larger plans were sent out to residents who struggled to view them. A large colour A1 plan was also placed in the parish council building.
- 3.1.2 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.

## 3.2 CONSULTATION RESPONSES

3.2.1 Out of 2325 letters delivered to all residents in the proposed boundary, there have been 61 responses to the consultation, 36 responses supported the proposals and 25 of these were objections to the scheme. The objections are presented in Appendix C and the support in Appendix D which are attached.

3.2.2 All respondents have received an email acknowledging receipt of their comments on this consultation.

3.2.3 Several respondents were concerned about the air quality impact of the scheme. A study by the “imperial college, London” into the impact of 20mph speed limits suggested that they have no net negative impact on exhaust emissions. Results indicate clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more slowly, with fewer accelerations and decelerations, than in 30mph zones. Also The Department for Transport’s 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, (sign only) 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

- a reduction in average speed and top percentile speeds;
- smoother, more consistent driving speeds;
- small-scale displacement of traffic; and
- a modal shift away from car.

This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.

3.2.4 Many respondents said that speeding is an issue in the area and there are roads that are often used as a racetrack. Speed limits can only be enforced by the police. Community concerns about speeding issues and requests for short-term enforcement at a particular location (for instance outside a school) should be reported to South Yorkshire Police’s Local Policing Teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number or online at <https://smartcontact.southyorkshire.police.uk/advice/driving-complaint/>

These will be directed to the correct Neighbourhood Policing Team (NPT) for them to deal with.

### 3.2.5

2 residents asked about why Springwood Road was excluded as this is perceived as a hot spot for speeding. The majority of Springwood Road does not meet the current criteria for inclusion in sign only 20mph scheme set out in paragraph 1.2 of this report. However, the 20mph scheme boundary does start outside Angram Bank Primary school on Springwood Road which is also where the main residential area on Springwood Road begins. This means that vehicle speeds will be lowered at the appropriate location to keep school children and residential areas safer. 2 residents have also said that Greengate Lane needs to be made 20mph. A part time, advisory school 20mph limit is proposed outside the School on Greengate Lane.

- 3.2.6 Some respondents have asked about the accident data that has led to this scheme being proposed. Residents can find collision data on roads logging onto [www.crashmap.co.uk](http://www.crashmap.co.uk) or via the Safer Roads Partnership website ([South Yorkshire Safer Roads Partnership \(sysrp.co.uk\)](http://SouthYorkshireSaferRoadsPartnership(sysrp.co.uk)))

The reasons that the Council is installing these schemes are outlined at the start of this report. The Council uses accident data to prioritise the schemes for delivery but it is committed to proposing the installation of 20mph limits on all suitable residential roads in Sheffield. It is intended that this limit will eventually be implemented in areas with very few accidents.

- 3.2.7 Many residents took the opportunity to bring other issues to the Council's attention, such as potholes, illegal parking and speeding motorbikes. These issues are outside the scope of this scheme, however the issues that are for the City Council to manage such as illegal parking have been sent to the relevant departments. Any criminal offences will need to be reported to the police.

- 3.2.8 11 respondents said that the scheme was a waste of time and money. The reason for these schemes is outlined at the start of this report. Many of these respondents said that the money should be used to repair potholes. Sheffield's Highway maintenance including pot hole repair is funded by the PFI. This scheme is funded by the Road Safety Fund and is limited to what type of highway work it can be used for. If this scheme did not go ahead, the finances saved would not be able to be used for highway maintenance.

Any specific areas of concern in relation to poor road surfaces or other highway maintenance issues can be reported via [streetsahead@sheffield.gov.uk](mailto:streetsahead@sheffield.gov.uk)

### 3.3 OTHER CONSULTEES



- 3.3.1 No response has been received from South Yorkshire Police, South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.
- 3.3.2 Sustrans and Cycle Sheffield have not responded to this consultation.

## **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 High Green 20mph scheme was approved by the Transport Board in September 2023.

The scheme will be funded by the Road Safety Fund

The estimated total capital cost of the scheme recommended by this report will be £120,152 and is broken down as follows:

£10,374 Transport costs and survey fees (including TRO costs, consultation costs)  
£20,946 Amey design fees  
Estimated construction cost £80,000  
HMD fees £8,900

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £25,000.

### **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.

- 4.3.2 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.
- 4.3.3 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).
- 4.3.4 In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

#### 4.4 Climate Implications

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

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

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

#### 4.4 Other Implications

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

### **5. ALTERNATIVE OPTIONS CONSIDERED**

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

### **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in High Green be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 6.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Greengate Lane for the same reasons.



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

E-mail : [20mphAreas@sheffield.gov.uk](mailto:20mphAreas@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk/roads-pavements/traffic-orders](http://www.sheffield.gov.uk/roads-pavements/traffic-orders)

Date: 2<sup>nd</sup> November 2023

### **Proposed 20mph Speed limit Area**

Dear Occupant,

The City Council is proposing to change the speed limit to 20mph in High Green. The attached plan shows where the proposed 20mph speed limit will be. The plan is intended to only show the boundary, not any detail of signing locations etc. If you struggle to read the plan, you can find it on our website, link at the top of this letter, alternatively please get in touch.

#### **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 all together.
- People are more likely to feel safe when walking and cycling

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 early 2024, 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](mailto:20mphAreas@sheffield.gov.uk)**

#### **Or write to:**

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

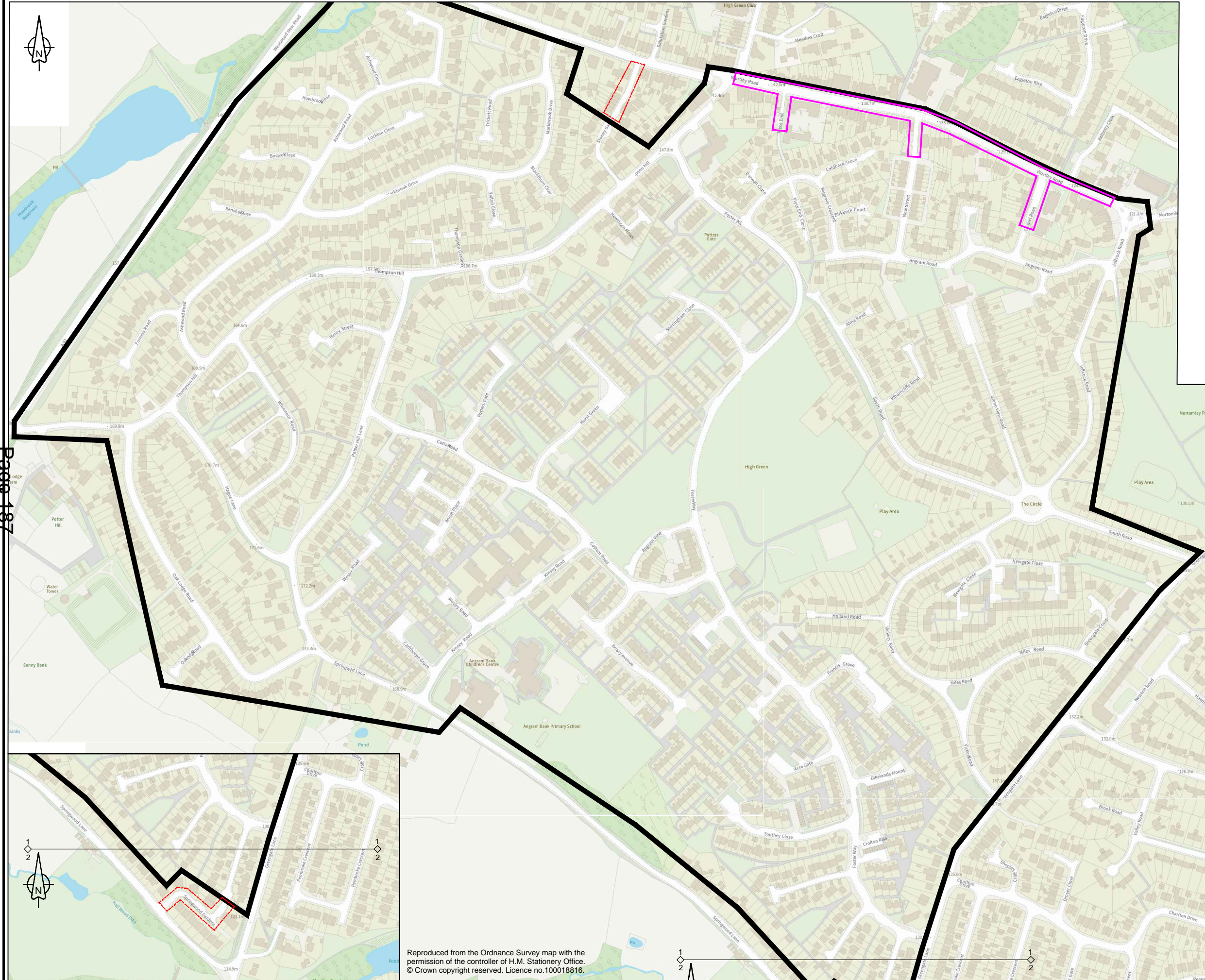
**Formal objections must be received by 28<sup>th</sup> November 2023**

Kind regards

Strategic Transport, Sustainability, and Infrastructure

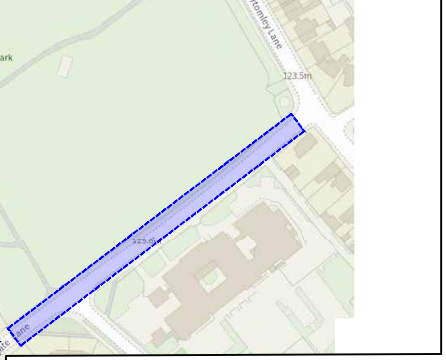
This document can be supplied in alternative formats, please contact 0114 273 5907





Key:

- Extent of proposed 20mph speed limit
- Private Roads (Not Included)
- Existing 20mph
- Proposed Part time advisory 20 mph speed limit



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P1	Revision to private Roads & 20mph advisory			
Rev	Revision details	Chkd	Appd	Date
Drawn: CA				Preliminary
Design: CA				For comment
Chkd: SW				For tender
Appd: CB				For construction
Date: 30.06.23				As constructed
				Other

Client

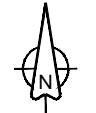
Project Name  
**Sheffield 20mph Speed Limit Strategy**

Drawing Title  
 Traffic Design  
**Boundary Extent of Proposed High Green 20mph Speed Limit Zone.**

Original Drg Size : A3	Dimensions : -
Scale : As Shown	Copyright © Amey

Drawing No	Rev
TR-208013-221-TRO 01	P1

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**APPENDIX C**  
**Objections**

1)	<p>I would like to register my <b>objection</b> to the above.  I completely agree that this should be a requirement close to schools and built up areas (outside shops etc)  This is absolutely not necessary for the remainder of roads and quite frankly almost an impossible task.  I have noted that Springwood Lane is not included until you get to the top. Why?? This Lane is often where drivers race up the road. Are you saying it is ok to drive up that road at speed and then you expect drivers to go at 20mph??</p> <p>Maybe Sheffield City Council should try and improve the road surface in this area and that way we would not have to avoid potholes etc. This can be dangerous!!  Quite honestly it is time SCC invested in this area - but not on this subject.</p>
2)	<p>The currant 20mph areas are being ignored in High Green. I know people who live on Wortley road and the say there are always cars going past at well over 20mph.  Sticking to 20mph will increase fuel consumption and pollution due to having to use lower gears. 30mph has worked for many years why change it know.</p>
3)	<p>I <b>do not agree</b> with the speed reduction in High Green (or in any areas) actually. A well highlighted 20 mph near every school across the UK would be a better option that everyone understands &amp; can follow.</p> <p>To sway me away from this decision, it would have been helpful to know the stats on:</p> <ul style="list-style-type: none"> <li>• how many accidents there have been in the High Green area identified?</li> <li>• And of those accidents, what would have been the outcome at 20mph rather than 30mph</li> </ul> <p>It feels like a lot of cost is going into a scheme that will be difficult to police &amp; manage. The signage needs to be crystal clear for drivers if this is pursued.</p> <p>Broad brush, I feel that this will penalise the majority of the public that drive sensitively anyway &amp; will not deal with the reckless speeding that is witnessed at times of others.</p> <p>Budgets are tight but the lack of policing on the street to deal with petty/violent/serious crime would be much more valuable to me than stopping and fining a driver for driving at 30mpy on a 20mph road</p>
4)	<p>I find this proposal frankly ridiculous.</p> <p>We have speeding bikes at over 50-60 MPH and people parking on double yellow lines but zero action.</p> <p>Never see any traffic enforcement officers but want to propose a lazy solution to the problem.</p>

	<p>Under freedom of information can you give me the following please</p> <p>How many people received a parking ticket in High Green for double yellow Line infringements in the last 12 months.</p> <p>How many accidents due to excessive speeding have been documented?</p> <p>Once you can show me progress on current law enforcement I would be keen to help</p>
5)	I wanting to object to the proposal of making High Green 20 mph
6)	<p>I object to the imposing of a blanket speed limit to the whole of High Green. It is totally over the top and in many areas totally unnecessary. Just studying the map, you can see how many cul-de-sacs there are in the area, which means you can't travel at any speed. Other roads are too narrow or congested with parked vehicles to enable you to travel at speed. Other issues include the state of the roads around here. Since the Council sold responsibility for road maintenance to Amey, the state of the roads is disgusting. Amey clearly use the cheapest materials available which the means the road surface rapidly degrades, which, in turn, means there is a self imposed 20mph speed limit so you don't damage your car!</p> <p>I have no objection to speed limits around schools when children are arriving or leaving school. Other than that, there is no need for blanket speed limits. Most reasonable drivers stick to the existing speed limits anyway. As usual, it's the irresponsible drivers who cause the problems - but there is never any action taken against these people.</p> <p>Finally, any speed limits are only as good as the enforcement action taken when people break the speed limits. You only have to witness the speed some drivers drive at on Wortley Road -which already has a 20mph speed limit- to realise this.</p>
7)	<p>I am writing to express my concern at the proposed 20mph speed limit in the High Green area of Sheffield.</p> <p>High Green has long been plagued by anti-social behaviour of various types including motorbike and scooter riding youths who do not have any regard for the neighbourhood or its residents, the vehicles used display no licence plates and in most cases there are no helmets used.</p> <p>The 20mph speed limit will not deter these individuals but will only make it a safer place for them to ride with even less regard to the tax paying motorist in the hope that the legitimate cars on the road will be travelling slower to make them safer.</p> <p>The issue is not the speed in the area its the lack of Policing as deterrent to these law breakers, in reducing the speed limit to 20MPH in High Green I see it as an attempt to punish the law abiding motorist with fines that will be bought in and enforced with mobile camera and fixed ones as time goes on.</p> <p>I would imagine this is going to be rolled out area by area across Sheffield to further congest our already choked city to reduce it further to a standstill for a reason best known to the Sheffield City Council hierarchy.</p>

	<p>I would suggest rather than fining the already stretched motorist, the money spent on signs, cameras and the enforcement thereof would will be better deployed in Policing and catching people who have no regard for the laws of the land rather than a continued punitive measures on oppressing car owners.</p>
8)	<p>I am writing to register my objection (for all the good it will probably do) to a 20 mph speed limit in High Green.</p> <p>I would like to suggest that before this idea is considered, you take steps to prevent</p> <ul style="list-style-type: none"> <li>- Pavement parking</li> <li>- Kids on "off road" bikes using pavements</li> </ul> <p>Both of which would make it safer when trying to get around in the village. I run/walk a LOT and am frequently unable to use the pavement because vehicles are parked on there. The police aren't interested and, when I have asked for help from the council I have been told there's no money &amp; to call the police.</p> <p><b>BUT YOU HAVE MONEY FOR ROAD SIGNS/SPEED BUMPS?</b></p> <p>Quite often I'm unable to leave my property (as a pedestrian) or put my bins out. Services I actually PAY FOR.</p> <p>I'm tired of having to step out into the road at busy junctions because I can't get by on the pavement. And I'm tired of being yelled at/almost hit by cyclists/motorcyclists - on the pavements.</p> <p>Do you actually think a speed limit sign will stop the boy racers on off road vehicles/Corsas/Fiestas etc who don't obey the speed limits now?</p> <p>You could immediately reduce the risk of injury to people trying to walk/run around the village by looking at the above measures. Double yellow lines are usually observed and have to be cheaper than this silly idea.</p> <p>I have noticed that, wherever double yellow lines are put, people tend to make adjustments to their houses, paving off their front yard, extending their driveway etc, taking cars off the road in order to avoid a fine. That has to be a good idea, surely?</p> <p>Finally, you'd be hard pressed to actually achieve 20 mph in most of the village, because of double parking. Or horses.</p>
9)	<p>I oppose the proposed 20mph speed limit in High Green.</p> <p>If the council only intend to have the speeds indicated by "traffic signs and road markings only" will no real enforcement supported by fixed speed cameras on the main roads, it will achieve absolutely nothing. Speeding is already rife, particularly down Greengate Lane.</p> <p>There have been many close calls down this road, one which is a bus route (though the frequency and routes of said buses is another matter entirely, but, a bus route nonetheless), parked cars on the road from local residence,</p>

	<p>convenience shops and a primary school. Just this summer in the late hours of the 25th June, several cars were significantly damaged on Greengate Lane as a result of a speeding car at midnight (I'm sure you could verify with police and get the log number for further as they had attended the scene).</p> <p>What the town needs is a reasonable number of fixed speed cameras to enforce the current 30mph speeds. It is entirely pointless using or relying upon police who would only attend during the week and daytime hours rather than during the evenings and weekends when speeding is particularly prevalent and problematic. Furthermore just having a token speed camera won't be of any value either as motorists will simply go down for it and speed up again once it's passed.</p> <p>Unless the council are proactive and enforce a speed limit then having signs and markings up for 20mph will have zero no impact on drivers who are already flouting the rules as there's no consequences of their actions.</p> <p>I hope you and your team will give some serious and genuine consideration to speed cameras as an alternative approach. Perhaps the risk of a financial penalty and possible points on drivers licenses they may think twice and drive appropriately.</p>
10)	<p>I am writing to register my OBJECTION to High Green being added to the 20mph block area.</p> <p>The ONLY time we have an issue with rogue motorcycles is in the small hours of the night. NOT during the day or evening. Typically, when the police are tied up in other areas of the city is when we have a problem - reducing the speed will have no effect on the people who commit road crimes. They don't stick to the roads - more often they ride over the grass as can be witnessed by the churned up grass!</p> <p>I doubt the city will listen to the public - they never have before but let's see.</p> <p>I object to the proposal. Buses and Police cars do not follow 20mph speed limits on the current 20mph roads anyway. In my opinion the people causing most the accidents will be going over the speed limit anyway. But I would love to see your data on how you have come to the following conclusions.</p>
11)	<p><b>I wish to object to the proposed 20 mph limit in the High Green area of Sheffield.</b></p> <ol style="list-style-type: none"> <li>1. Who is going to pay for the new road signs?</li> <li>2. Who is going to enforce the 20 mph speed limit as the present 30 mph speed limit is not enforced now?</li> <li>3. Pollution levels locally will be raised due to the proposed 20 mph limit.</li> <li>4. Do not give the only bus service we have to High Green another excuse to stop running completely.</li> </ol>
12)	<p>I OBJECT to this proposal it's ridiculous. I can see the need for speed restrictions outside schools but to place a blanket 20mph speed limit is totally unnecessary. It's not policeable and I would suggest that most residents would be against any blanket ban. Please think again</p>

13	<p>The proposal of 20 mph around high green is silly and not workable. It's also against government proposals.</p> <p>Sheffield council always seem to be against motorists. They put things in place which always make things worse. In certain parts of Sheffield you have one break down and the whole city gets grid locked. Good planning</p> <p>Also look at Wales. They've put in the 20 mph speed limit in place. Look at how popular that is. It's a real vote loser. All those objections. Even more than how many voted for labour .</p>
14)	<p>I object to the 20mph restrictions intended for High Green.</p> <p>As stated in many studies the negatives outweigh the positives greatly and actually do very little to stopping accidents. The 20mph zones also have a larger impact on the environment with increased co2 emissions.</p> <p>The 20mph we currently have are largely ignored including by our emergency service vehicles and public transport.</p> <p>The cost of implementing 20mph zones is obscene and are generally ignored and not policed.</p> <p>Surely the money would be much better spent on tackling the illegal and unsafe parking and putting safe crossings in around the local schools.</p> <p>It seems very strange that money could be found for something like the 20mph zones but no money can be found to be spent on the lacking services in our local areas.</p>
15)	<p>I don't think that a reduction to 20mph is feasible so I object.</p> <p>Driver education and better policing of the existing 30mph would be more beneficial in my opinion.</p> <p>Yours faithfully,</p>
16)	<p>I strongly object to this proposal, it's just another waste of money and resources for SCC, that we are all contributing to.</p> <p>Instead spend the money on surfacing the carriageways around High Green all of which are in a shocking state.</p>
17)	<p>I am emailing you to Object to you lowering the speed limit to 20mph in all of High Green it is not necessary especially when it is snowing you need to keep your speed up because if it was 20mph you would have a lot of problems with people trying to drive the road's and getting stuck in it and it'd going to cause more problem's than it is going to cause accidents people crashing.</p>
18)	<p>It does not appear that Greengate Lane has been included in the 20mph proposed area Greengate Lane is used as a racetrack and needs some traffic control I would also like to see speed bumps the likes of wortley road outside the Lidle but 20mph would be a good start please consider this as it would be a sensible measure Thank you Mr and Mrs finch 60 Greengate Lane</p>
19)	<p>I am emailing to object strongly about the proposal.</p> <p>It's yet another wasted money proposal. Speed bumps ruin cars even at very slow speeds and you risk drivers speeding outside of cameras installed so how will it be policed?</p> <p>Responsible drivers already drive safely.</p> <p>In an area where investment is needed in so many areas this feels like another money making scheme.</p>

	<p>For example traffic lights have been needed at the junction where the Acorn pub is as there have been numerous accidents there same as the junction out of High green onto the A61.</p> <p>You risk increasing traffic volume at slow speeds building emissions!</p> <p>I can't write how much I object to this ridiculous proposal.</p> <p>I've driven for almost 40 years without any problems, so what's changed?</p>
20)	<p>Proposed/planned introduction of a 20 mph area of high green Sheffield, as all it is is another way to start to lock people down and start of the "15 minuet cities" and as I understand it it will make very little difference to as you say "lower speeds reduce severity of injuries for anyone involved in a collision" yes it will make a slight outcome to some but not all accidents, especially pedestrian/cyclists which overall is a good thing .</p> <p>As for the 20mph areas being indicated by signage only !! is not going to govern itself and WILL allow the following of cctv/speed enforcement cameras at a later date to be placed around the area to enforce the 20 mph zones hence resulting in fines etc payable to the council/government to increase their revenue another way of taking more money off already struggling people, also slower moving vehicles causes more congestion, more emissions being released with stood vehicles and lower gears being used to maintain lower speeds releasing more emissions so therefore also not helping the environment.</p> <p>So to conclude I DO NOT CONSENT TO THE ABOVE SCHEME as I just see this as a way of restricting peoples movement and creating more environmental issues</p>
21)	<p>I am writing to formally raise objection to Sheffield City Council's proposal to introduce a 20mph speed limit in the High Green area. On the letter I have received from yourselves, the primary reasons given for this change being introduced are to reduce severity and likelihood of collisions, and to make pedestrians and cyclists feel more safe. Whilst there is likely some merit to this, in my mind this is merely addressing a symptom of the problem and not the cause.</p> <p>As the Council is no doubt aware, the roads throughout High Green are consistently congested with cars parked on either side of the road, thus funnelling vehicles into narrower corridors and particularly increasing the likelihood of both head-on collisions, and drivers colliding with pedestrians they could not see due to visual obfuscation behind parked vehicles. Incidences of vehicles parked illegally (i.e. directly beside junctions) are also a daily occurrence in the area.</p> <p>This being the case, would the most sensible long-term solution not be the creation of more publicly-available space on which to park vehicles? This would reduce incidences of unsafe parking and thus make the roads more safe to drive on, as well as reducing risk for pedestrians crossing roads (as clearer sight lines for drivers and cyclists will improve safety during crossing) or cyclists being passed by moving vehicles (as there would be more room to safely pass cyclists). Having lived in the area for the past year, I could personally point out several areas of 'wasteland' within 300 meters of my home that I would be more than happy to be paved over for these purposes.</p> <p>In summary, imposing limitations upon the speeds at which we are legally permitted to drive through the local area does not, in my mind, adequately address the primary issues we are currently experiencing on the roads throughout High Green.</p>

22)	<p>Just a quick email to object the new proposed speed limit area in my area of High Green. Think there are far more useful things the money for signs etc. Could be spent on. Absolute waste of time. How about stop spending so much money on housing illegal im in our pubs and hotels. Sooner Labour council leave the better.</p>
23)	<p>I have just seen the map of the proposed 20mph speed restrictions for High Green. I am firmly of the opinion that Greengate Lane should be inclusive of these plans, as some people think this road is there own personal race track, there are schools shops and elderly residents on this road and the speeders are a danger. I have reported them to the police on several occasions, and they advise taking it up with the council, and asking for speed bumps or other traffic restrictions on here.</p>
24)	<p>I would like to object to the proposal of a 20mph speed limit all over the area of High Green.</p> <p>The roads around the school areas and shopping areas are always very busy at the relevant times anyway so vehicles will not be able to get to the speed limit let alone break it and most accidents occur in these areas when traffic is moving slowly due to parked cars blocking the roads both for vehicles and pedestrians.</p> <p>This proposal is a waste of money and resources in the area as not many people will adhere to it anyway. I think a better idea is to introduce more parking restrictions in busy areas in order that traffic can move more freely causing less tension and stress for everyone concerned.</p> <p>I believe council money could be put to better use than introducing more speed limits adding to congestion.</p>
25)	<p>Just received this letter showing the proposed 20mph limit in High Green. Generally speaking I think this is a waste of time and money but doubt any number of objections will change minds.</p> <p>I live on Springwood Lane which curiously has been left out of this plan. Springwood Lane is notorious hereabouts for speeding. By that I mean serious speeding. Residents have complained on many occasions to local councilors and the police to no end. Recently a token 30mph warning light has been attached to a lamp post (beyond the houses which makes no sense) which is roundly ignored. If you are to proceed with yet more regulation why not take the opportunity to include Springwood Lane as leaving it out will no doubt invite yet more speeding motorists. Common sense perhaps?</p>

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# APPENDIX D

## Support

<b>1</b>	I am in favour of the 20mph area for High Green.
<b>2</b>	<p>Greetings to you. Thank you for the 20mph details I have a number of questions:</p> <p>1) will the new 20mph zone have sign + road markings only?</p> <p>2) will there be any new traffic calming measures such as road humps etc?</p> <p>3) will the speed limit be policed as 20mph or 30mph or not at all?</p> <p>4) what benefits do you envisage? (numbers/stats)(see your letter overleaf)</p> <p>5) this may be a good move depending on the above. More important for many local please is to get a good bus service from High Green to Chapeltown/Sheffield/N.G.Hospital currently the no29 is the most reliable.</p>
<b>3</b>	We support the 20mph speed limit proposals in High Green.
<b>4</b>	<p>I support the proposed 20mph speed limit.</p> <p>However, as a resident of [REDACTED], it is disappointing to note that there is no proposal to address the blatant disregard of the 30mph speed limit on the lane. The flashing 30mph warning sign there is constantly ignored, and, indeed, many motorists speed through it, as if it didn't exist. Also, the siting of it is completely useless. Speeding on Springwood Lane has been a problem for many years, certainly for the nearly 50 years that I have lived on the lane, and which the Council appears to be strangely reluctant to address. The issue has been raised with local liberal councilors over the past, but to no avail. A petition to the Council is now being considered among residents, but hopefully this will not be necessary.</p>
<b>5</b>	<p>Hello , I am ,in principle, in favour of imposing a 20mph speed limit around High Green. I have some reservations :- 1) Why has HG been chosen? as far as I am aware there have not been any road accidents in the area recently 2) how will this new limit be enforced, do you intend to impose speed cameras ? Money might be better spent restoring school crossing patrols and penalising dangerous parking near local schools.</p> <p>Currently , the only vehicles which can reach 30 mph in High Green are mini-bikes and quads.</p>
<b>6</b>	<p>I agree with the idea of the new speed limit, But we already have one in the school area on Wortley road, which is more or less ignored by the majority of traffic. The number of times drivers attempt to push me through that area are innumerable. Cameras are too expensive so ,how are you going to police the area??</p> <p>If it is not policed it will be a waste of taxpayers money.</p>
<b>7</b>	<p>I am in support of 20 mph in order to: Reduce the risk of Accidents Make the roads safer for Pedestrians &amp; Road Users Put a Stop to Speeding Cars with noisy exhausts. Put a Stop to Bikers being a nuisance and making a noise. However it is in place on Wortley Road but some drivers ignore the speed limit. It is also in place in stocks bridge and again drivers ignore the speed limit. There needs to be some sort of monitoring in place eg: Slow down signs that detect speed. More visible Signs stating the speed. Speed Bumps to slow drivers down.</p>
<b>8</b>	Dear Sheffield City Council,

# APPENDIX D

## Support

	<p>I'm pleased to hear that there are proposed 20 mph zones in Fulwood and High Green. 20 mph zones slow traffic down making life safer for all road users. I would urge the council to extend 20mph across the city and so I am fully in support of these two schemes.</p>
9	<p>FAO the Strategic Transport, Sustainability and Infrastructure</p> <p>Thank you for your letter of 2.11.23.</p> <p>Whilst I understand your concern re injuries sustained in vehicle collisions, you present no Fulwood data to support this - how many accidents/injuries have been incurred by collisions in Fulwood? Our local schools are all for the primary age range where children are usually collected by parents.</p> <p>In your letter you mention concern re cyclists and walkers. Pedestrians walk safely on our pavements - the area you highlight does not have rural lanes without pavements. Any Council concerns could be addressed by reinforcing the Green Cross Code to encourage safe road crossing for more vulnerable members of our community. Cyclists on ALL roads are vulnerable - again - is there any data to support your proposal? Does the 10mph reduction lead to a drastic reduction in rather quiet suburbs with 30mph speed restrictions?</p> <p>I and my family feel safe walking, cycling and driving around Fulwood with its present 30mph speed limit.</p> <p>Areas where there are young children at certain times of the day during term time (8.15am - 9.00am and 3pm -4pm) near school environments (Hallam Primary, Nether Green Infants and Nether Green Juniors), I would perceive as our only vulnerable areas - could the answer to this be (as in Bents Green on Ringinglow Road) a 20mph limit with flashing lights in these areas AT THESE TIMES?</p> <p>Unlike roads such as Ringinglow Road, Ecclesall Road, Manchester Road and Abbeydale Road, roads in Fulwood mainly serve our community - they do not lead on to places like Manchester or the Peak District.</p> <p>In summary therefore, I do not support a 'blanket' reduction to 20mph for our Fulwood roads.</p>
10	<p>Yes I agree to the 20mph zone in the high green area [REDACTED]</p> <p>Many thanks.</p>
11	<p>We would like to register support for the 20mph speed limit in High Green.</p>
12	<p>Good evening, I have received your letter, and I'm impressed that the council actually thinks about people, their safety, and how to speed up our hard-earned money. As a resident of Highgreen, I think the thousands of pounds involved in this is a joke. the cost off street signs, ground works, and however much of a percentage you steal off the top, how about putting the money into policing, moving the little dealers off the shops, stopping the kids flying around on motorbikes, or even going as far as to fill the pothole at the top of my road that looks like a stray missile</p>
13	<p>As residents of [REDACTED] we fully support the proposal.</p>

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## Support

<b>14</b>	I've lived in High Green for over 20 years and I support this proposal. There are three primary schools in the area, most of the roads are narrow and heavily parked on due to lack of driveways, visibility is limited on corners. This is a very sensible proposal.
<b>15</b>	After receiving your proposal document for 20mph zone in High Green i would like to inform you that i totally agree with the idea of slower traffic on the roads of High Green. so yes, I agree to your proposed document.
<b>16</b>	I fully support the proposed action in High Green area.
<b>17</b>	I would welcome the 20.mph being introduced,as lots of drivers zoom around High Green with no care for anyone living in the area, But if there is never any police presence in the area it could be a useless proposal There is 20mph outside Wortley Rd school, but cars continually go around 40 miles an hr.We never see a police officer unless!! there is a stabbing or other drug related issue then they are there in droves, no proactive policing just reactive. I have been nearly knocked down twice when pushing my special.needs granddaughter from her home on [REDACTED] people used the road as a rat run to avoid Wortley Rd,they speed down there at a very very unsafe speed,so if this can be enforced by police or cameras would make a vast difference to the safety of High Green residents Unfortunately this won't help the motor bikes doing wheelies on roads surrounding the Angram.playing fields, and racing around on Quad bikes to around playing fields due to the rocks placed around the the fields being totally inadequate and not fitfor purpose Added to that many older people will not email yourselves as the are not tec savvy and often will only get involved if someone knocks on their door, that's what happened with the rocks ve fencing, they didn't respond. Hopefully ti's initiative will be installed. I live in eternal hope fr investment in this area.
<b>18</b>	Just to say we are very much in agreement with the proposed speed changes in high green
<b>19</b>	Following a recent communication I would like to register my support for the speed limit in High Green .  [REDACTED] and in recent years have been worried about how many motorists speed on the road at all times of the day and night .  The road is used a lot for access to the A61 and you would be surprised just how many cars speed in excess of 40 mph on this road it is also used by the local stables for riding horses for children so this would help avoid accidents for them .
<b>20</b>	We agree that it should be 20 MPH in High Green

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## Support

<b>21</b>	<p>I refer to the letter dated 2nd November 2023.</p> <p>Whilst i have no particular objection to this speed limit i would say as always the sensible considerate drivers will adhere to the speed limit but the boy racers/bikers/cyclists will not.</p> <p>We have had many issues where i live of young men riding around on uninsured, unlicensed motor cycles very often exceeding 30mph- THE POLICE HAVE TOLD ME THEY AE ALMOST POWERLESS TO DEAL WITH THESE OFFENDERS!!. What do you propose to do to tackle these people as i would imagine they will continue to cause danger and disturbance for other road users and our neighbourhood.</p> <p>Will speed camera vans be employed...if so ...even for a sensible driver it is easy to make a mistake and exceed 20mph on a downhill stretch of road...is this about collecting fines? If it is you will only punish normal drivers who occasionally make a mistake as they are human. The boy racers and the like will not adhere to this speed limit so you are just punishing the everyday driver .</p> <p>I personally don't think we have a problem of speeding per se in our area so i come to the conclusion the plan here is revenue collection.</p> <p>Therefore i don't think this will serve any long-lasting purpose and will just be an excuse to catch people out.</p>
<b>22</b>	<p>I would like to register my support, in principle, to the proposed 20mph speed limit around High Green. However whilst i believe that most of the residents will adhere to the speed limit, i very much doubt that it will stop the "boy racers" using the roads as racing tracks and believe that rules only apply to other people.</p> <p>It's okay having signs, but who will actually police this and stop the culprits who are most likely to cause a serious accident on some of the very narrow roads around this area.</p>
<b>23</b>	<p>Hello, the areas on the map are confusing, if all high green was in it then it would make more sense than some same roads being split at areas 20 and 30. Confusing for drivers. Do not think it will have any positive benefits. We object.</p>
<b>24</b>	<p>We have received your letter re the above proposal and we have no objections but welcome the plan</p>
<b>25</b>	<p>To whom it concerns,</p> <p>I have received a letter and information for the proposed 20mph in the High Green area, thank you.</p>

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## Support

	<p>I am fully supportive of the proposal and strongly hope that this goes ahead. With the busy parked cars near the local shops and primary school this will make many pedestrians and car owners safer. I also live on Thompson Hill and was looking to [REDACTED] dangerous and often high speed driving that occurs on this road during the day, evening and night.</p> <p>As I often have my children with me this is a big worry for me so appreciate and am fully supportive of this move.</p>
26	<p>[REDACTED] and I just wanted to register my support for the 20min zone covering the whole area of High Green as per the plans posted to us.</p> <p>This would be a great road initiative if delivered and would probably be the only good thing I've seen SCC do for many years.</p>
27	<p>Register my support for the 20-mph proposal limit</p>
28	<p>Dear Sir/Madam , I am emailing in response to your letter about the proposed speed limit area in High Green.</p> <p>I am very much in favour of the proposal to reduce the speed limit in High Green to 20mph ,as I think it would create a safer environment for children, disabled people and older people.</p>
29	<p>I am fully in support of the proposed 20mph area for High Green. However, I am surprised that it is not extending to Springwood Lane.</p> <p>This is a moderately busy road with roadside parking. School children, dog walkers and riders use the road regularly. It would benefit greatly from the 20mp speed limit</p>
30	<p>I applaud the decision to try speed restrictions in and around the High Green area . However unless you intend to enforce speed limits, I would advise not to bother . We already have 20 mph speed limits on Wortley /Westwood road to which no one takes any notice.</p> <p>As a result the placing of yet more signs would be a complete waste of time money and effort.</p>
31	<p>I fully support the proposed 20mph speed limit in High Green</p>
32	<p>I fully support the proposed 20mph speed limit for High Green</p>

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## Support

<b>33</b>	<p>I strongly support this proposal.</p> <p>20 mph zones protect the most vulnerable road and pavement users. I support anything that protects children, pedestrians and cyclists in this way.</p>
<b>34</b>	<p>Dear sirs,</p> <p>I have no objection to the proposals for High Green. However I have two observations, firstly your proposal appears to not include Greengate Lane until the part outside the school.</p> <p>Having lived in the area for 40 yrs my experience is that motorists, Bike riders and drivers of unlicenced quad bikes use this road as a race track and is the most dangerous road in High Green due to excessive parking adjacent the shops and the school. Secondly Springwood lane is another speedway for quad bikers which is not part of your proposal. Perhaps you should reconsider your decision and include these two roads.</p>
<b>35</b>	<p>in response to the letter I received today regarding the road speed reduction in high green I live on [REDACTED] and think its long overdue as idiots often use my road as a race track even though its a dead end. my only problem is your scheme only includes signs and I need speed humps or just one hump outside number 47 would slow these idiots down as that is where the bend in the road is. signage alone won't stop the problem we have as I've witnessed cars doing speeds of 50+mph and they don't care its a 30 limit. we do need the reduction but we need abit more like what you did outside lidl supermarket.</p>
<b>36</b>	<p>Good morning</p> <p>I received the letter today regarding High Green being changed to a 20 mph which I am fully in support of</p> <p>However, the main problem road in this area for speeding cars/bikes is Greengate Lane. According to the map you sent with the letter it appears that Greengate Lane is just outside the proposed 20 mph zone</p> <p>There is a school, a supermarket, a park, many residences and shops on that small strip of road and this desperately needs including in the proposed speed limit areas please</p>