

SHEFFIELD CITY COUNCIL

POLICY COMMITTEE DECISION RECORD

The following decisions were taken on Wednesday 27 November 2024 by the Transport, Regeneration and Climate Policy Committee.

Item No

8. **GREENLAND AND BRINCLIFFE 20MPH SPEED LIMIT ORDER OBJECTION REPORT**

8.1 To report details of the consultation response to proposals to introduce 20mph speed limits in Brincliffe and Greenland, report the receipt of objections to the Speed Limit Orders and set out the Council's response.

8.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee approves that the Brincliffe and Greenland 20mph Speed Limit Orders be made, as advertised, in accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

8.3 **Reasons for Decision**

8.3.1 Alternative Option 1:

Retention of existing speed limit in the area (do nothing) This would be contrary to the delivery of the Sheffield 20mph speed limit strategy and would be detrimental to the Council's active travel ambition and vision of safer streets in the city.

8.3.2 Alternative Option 2:

Reduce scope of scheme to just outside schools This is contrary to the council's 20mph speed limit strategy that commits to installing 20mph speed limits on all suitable residential roads and would relatively reduce the benefits.

8.4 **Alternatives Considered and Rejected**

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

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

9. **CROSS-COMMITTEE TASK AND FINISH GROUP: ENFORCEMENT OF TRAFFIC RESTRICTIONS**

9.1 This report sets out the purpose and basis to appoint a Task and Finish Group to review the effectiveness of enforcement of traffic restrictions (as well as considering new policy areas for traffic enforcement on roads - where agreed by the group), including ensuring the continuation of appropriate use of income from enforcement activities.

9.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee approves the appointment of a Task and Finish Group to review the effectiveness of enforcement of traffic restrictions (as well as considering new policy areas for enforcement on roads - where agreed by the group), including ensuring the continuation of appropriate use of income from enforcement activities. Membership will be drawn from the Transport, Regeneration and Climate Policy Committee and the Waste and Street Scene Policy Committee.

9.3 **Reasons for Decision**

9.3.1 The Task and Finish Group will bring together a small, focused group of members to examine the area of enforcement of traffic restrictions and provide clear advice to officers should there be a change to existing policies of ways or working requested. Cross party representation will mean that political agreement is reached at an early stage of the process allowing the strategy to progress.

9.4 **Alternatives Considered and Rejected**

9.4.1 An alternative would be to deliver a series of Knowledge Briefings for both Committees separately. This was rejected as it would not enable constructive debate and advice to be provided to officers, and the existing Committee work plan commitments would mean this would add further time to the process (and therefore increased delays before the benefits provided by this proposal could be delivered).

10. **TRANSFORMING CITIES FUND: CITY CENTRE TRAFFIC REGULATION ORDER OBJECTION REPORT**

10.1 To report the receipt of objections to the advertised Traffic Regulation Order (TRO) required to fulfil the objectives of the City Centre Active Travel and Public Transport Scheme. If approved, the TRO will revoke other, existing TROs and introduce new provisions as necessary so as to implement bus gates, one-way restrictions, prohibition of motor vehicles and changes to loading and waiting restrictions.

The report also sets out a brief background to the scheme which the order is intended to facilitate, other consultation comments, officer feedback and recommendations

10.2 **RESOLVED UNANIMOUSLY:** That the Transport, Regeneration and Climate Policy Committee approves that the TRO be made (with an amendment to the order to provide a 'loading area' of 13.5 metres to enable vehicles with a permit to load and unload on Surrey Street, near the junction with Norfolk Street) in

accordance with the Road Traffic Regulation Act 1984. Objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

10.3 **Reasons for Decision**

10.3.1 As outlined in Section One, the location of the City Centre scheme, and the potential impact it would have on improving the retail vitality and cultural offer, makes this a high profile and significant proposal. Approving the TRO with amendment as detailed in Section 2.7 will enable a positive transformation of the City Centre, the opportunity and funding for which would be lost if not progressed at the present time.

10.4 **Alternatives Considered and Rejected**

10.4.1 Alternative Option 1:

Surrey Street: Loading Requirements

One alternative that was considered were amendments to the design on Surrey Street to accommodate loading requirements of the shops at all times of day, but this was not pursued as it would remove one of the aims of the scheme, which is to improve the overall vision for - and attractiveness of - the useable public space in the City centre.

10.4.2 Alternative Option 2:

Surrey Street: TRO not progressed

Another option would be progress the TRO as advertised except for the proposals for Surrey Street, i.e. to leave Surrey Street in its present highway layout but progress everything else. This was not pursued as it would remove one of the aims of the scheme, which is to improve the overall vision for - and attractiveness of - the useable public space in the City centre.