



Report to Policy Committee

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

Tel: 07785384192

Report of: *Executive Director, City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *15 June 2022*

Subject: *Report objections to the Traffic Regulation Order for Woodseats 20mph*

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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”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

Purpose of Report:

To report details of the consultation response to proposals to introduce 20mph speed limits in Woodseats, report the receipt of objections and set out the Council's response

Recommendations:

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

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

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

Lead Officer Name: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
Date: <i>(Insert date)</i>	

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 23 20mph areas have been completed

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

The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.

This report details the consultation response to the introduction of these 20mph speed limits, and a part time, advisory 20mph speed limit on Chesterfield Road outside Woodseats school, reports the receipt of objections and sets out the Council's response

2. HOW DOES THIS DECISION CONTRIBUTE ?

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

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

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

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

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals

The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This states that "*An objection [to the making of a Traffic Regulation Order] shall be made in writing*".

All Traffic Order advertisements state that objections can be made by email, as do the notices placed on street. Regrettably, the leaflets delivered door-to-door did not make this clear however recipients may still have made an objection by other means and therefore did not lose their opportunity to make their views known.

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

CONSULTATION RESPONSES

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

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

Many respondents said that the scheme is unnecessary. Paragraph 2.1

above sets out the reason for reducing the speed limit.

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

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

The scheme's possible contribution to air pollution was questioned. The Department for Transport's 20mph Research Study (November 2018) found that although empirical evidence is weak, inconclusive or complex, (sign only) 20mph limits have the potential to positively affect vehicle emissions, air quality and noise levels, through:

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

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

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

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

OTHER CONSULTTEES

South Yorkshire Police have stated "...Looking at the areas concerned we don't have too many concerns. If it becomes apparent that the limits

are not self-enforcing or the change results in a significant number of complaints, then we will expect you to consider additional measures to secure a reasonable level of compliance

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

Sustrans and Cycle Sheffield support the proposals

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

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

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

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

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

4.3 Legal Implications

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

Secretary of State concerning the content of such plans

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

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

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

4.4 Climate Implications

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

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

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

4.4 Other Implications

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

5. **ALTERNATIVE OPTIONS CONSIDERED**

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

6. **REASONS FOR RECOMMENDATIONS**

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

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

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

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

Appendix C Objections

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

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