



Report to Policy Committee

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

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Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *24th November 2022*

Subject: *Report objections to the Speed Limit Order for Beighton 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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”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 a 20mph speed limit in Beighton, report the receipt of objections to the proposed Speed Limit Order and set out the Council’s response.

Recommendations:

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

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C (at the bottom of the report): Objections 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>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	SLB member who approved submission:	<i>Kate Martin</i>
3	Committee Chair consulted:	<i>Mazher Iqbal and Julie Grocutt</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.	
	Lead Officer Name: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
Date: 15/09/2022		

1. PROPOSAL

- 1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 31 "sign only" 20mph areas have been completed as well as 12 child safety zones.
- 1.2 The Strategy was updated on 8th January 2015, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case-by-case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in June 2020.
- 1.4 This report details the consultation response to the proposal to introduce a 20mph speed limit in Beighton, report the receipt of objections and sets out the Council's response.
- 1.5 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.
- 1.6 The programme for the 22/23 financial year is listed below with its current status.
 - **Handsworth:** Approved at September Committee, issued for construction.
 - **Manor:** Approved at September Committee, issued for construction.
 - **Burncross:** Consultation just finished; objections received so report will be submitted to Committee in November.
 - **Beighton:** Consultation just finished; objections received so report will be submitted to Committee in November.

- **Deerlands:** Consultation just finished; objections received so report will be submitted to Committee in December
- **Waterthorpe:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Highfield** Consultation ended; objections received so report will be submitted to Committee in December.
- **Batemoor:** Consultation ended, objections received so report will be submitted to Committee in December.
- **Norton Lees:** Consultation ended; objections received so report will be submitted to Committee in December.
- **Carterknowle:** Consultation starts December
- **Westfield:** Feasibility design work started
- **Herdings:** Feasibility design work started
- **High Green:** Feasibility design work started
- **Fulwood:** Feasibility design work started

2. HOW DOES THIS DECISION CONTRIBUTE ?

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

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

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

- as standard)
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

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

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

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

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

3.3 CONSULTATION REPONSES

There have been 80 responses to the consultation, 12 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

An acknowledgement email has been sent to all consultation responses received for this scheme.

Many responses have said that the scheme is unnecessary and some queried why other options were not put forward for consultation.

Paragraph 2.1 above sets out the reason for reducing the speed limit in this area and the Council's commitment to introducing such schemes.

3.31 One respondent queried whether the scheme will have any effect. The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The success of the 20mph Speed Limit Strategy hinges on the willingness of the Sheffield public to alter their own behaviour when driving in these areas. There will be some, a minority, who pay little heed to the current limit, never mind a new one. Such behaviour remains a

matter for the police. But it is hoped that the majority will be supportive, take responsibility for their own actions, and help redefine what is and isn't an acceptable way to drive in residential areas. 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.

- 3.3.2 2 respondents were concerned about the signing clutters and the aesthetics of the scheme. The main signing will be at the boundary to the 20mph scheme, at road junctions. The remaining signing will be small "repeater" signs that are usually on lighting columns to prevent the Council from having to install any new posts and therefore reducing unnecessary clutter. The signs are also installed back-to-back on these columns to reduce the number of individual signs. Keeping signing to a minimum is always a consideration but the signing regulations for these types of schemes must also be followed.
- 3.3.3 One resident asked whether the incorrect plan had been sent as it didn't show any signing/ detail on it. The plan was intended to only show the scheme boundary so that residents had an opportunity to comment on the area it would be in effect. The Council does not ordinarily consult on individual sign locations.
- 3.3.4 One resident asked why no other road safety measures were proposed/ consulted on. The reason that the Council is proposing this 20mph scheme is explained in paragraph 2.1 above.
- 3.3.5 One respondent asked about how the scheme would be enforced. Speed limits are enforced by the Police and they 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. The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.
- 3.3.6 One resident asked whether this scheme was a money-making exercise. The Council does not receive any revenue from speed limit fines.
- 3.37 One respondent says that they are not aware of any accidents in Beighton. These schemes are prioritised based on accident data in relation to the size of the area and Beighton scores highly on this criteria. It is therefore proposed for implementation this year.

3.4 OTHER CONSULTEES

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

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

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

Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

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

The scheme will be funded by the LTP

The total capital cost of this scheme is £145,587 and is as follows:
£13,306 transport fees (including TRO costs, consultation costs, surveys)
£21,500 Amey design fees
Estimated constriction cost £100,000
HMD fees £10,000
Procurement strategy cost £750

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

4.3 Legal Implications

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

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.

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

APPENDIX C

Objections

My husband and I wish to object as we think the current 30mph speed limit is sufficient

To whom it may concern,
I hereby lodge my opposition to the proposed 20mph areas in Beighton village. Whilst I support the notion of increasing road safety in the village and reducing traffic volume and average speeds, I do not see that this would be an effective strategy.

Speed limits that are unenforced will continue to be ignored by an impatient and reckless minority. The widespread parking congestion on roads in Beighton already has a natural restricting effect on average speeds, but many of the main, more open routes could benefit from better planned traffic calming measures to bring vehicle speeds within existing limits. In my view this proposal does nothing to address the issue of speeding in excess of the present limits on the main roads in the area; Woodhouse Lane, High Street, West Street, Drake House Lane, Eckington Road, and it would likely result in increased usage of the roads (and possibly speeds) outside of the 20mph areas.

The additional signage causes visual clutter with the changes in limits between certain roads, with potential for driver confusion and distraction resulting in reduced awareness of the road ahead. For instance there is already more than enough "going on" at the junction of Allen Road and Orchard Lane with West Street and Sothall Green, without the complication of a double speed transition and another half dozen signs!

Lastly, I should also like to point out that it appears the uploaded "Map 1" for Beighton area doesn't actually detail any signage or changes in the outlined zone, so I believe there may have been some mistake in publishing / circulating this.

In conclusion, I feel public funds could be better deployed than this, and that the current proposition falls short of serving much meaningful or logical purpose.

You sent me a letter re the proposed Beighton 20mph zone yet I cannot find a link through which to Object. You make the point that no speed bumps will be installed and reliance will be on signage. How do you intend to enforce a 20mph zone when the village is a permanent race track and particularly afternoons although evenings after 10.30 is when the real sport begins. Tuning cars and racing them around the village is the sport of choice... If you do not intend to enforce , then why spend any money at all. I object on the grounds that this excursive is a futile expenditure ... The Drakehouse Lane spur from the Eckington way roundabout will remain a 30 limit yet that too is wilfully ignored. Wasteful wishful thinking...

We are registering our OBJECTION to introduction of a 20 mph zone in Beighton, Sheffield. Our reasons are:

There has been no formal consultation on a range of options for increasing safety - this is the only approach on the table and, reading the letter we were sent, your mind is made up- we have no confidence this email will be considered.

There is no road safety issue in Beighton- we have heard of no incidents of accidents in the village.

We have seen NO-ONE cycling in Beighton - why cater for cyclists then?

Anyone we have seen walking in a way in which they could be involved in an accident are young people who are looking at their phone rather than the path ahead - the whole population should not be made to adhere to unnecessary rules because of this - why cater for the stupid?

It would be difficult to reach speeds above 20mph in most of Beighton, due to narrow roads, parked cars and speed bumps. Those people who speed through the village and in inappropriate situations will continue to do so anyway.

The environment will suffer - it is very difficult to remain below 20mph on larger roads and requires use of low gears and braking, which means more labouring of the engine and therefore more exhaust fumes, which will linger in the air for longer.

20mph signs everywhere will be an eyesore and ruin the aesthetic of the area.

This is simply an unnecessary waste of council tax and national funding.

How will this be policed? The police are so stretched they cannot deal with proper crime, let alone unnecessary rules.

Is this just a money raising exercise?

If proper evidence of the NEED for action in Beighton is provided we will read and consider it. At this point, we see no reason to take this action and strongly object to the introduction of 20mph in Beighton.

I disagree with the proposed 20mph limit in beighton.

I suspect this is unlikely to have a significant positive effect and therefore a waste of resources. Those who speed in a 30mph zone will still speed in 20mph zone. I acknowledge the resources are limited but feel they would be better spent elsewhere

I am writing to object to your recent proposal to change the speed limit in Beighton from 30mph to 20mph early next year. Although I am a strong advocate to restricting excessive speeding in the local area, I do believe there are better methods to help enforce this than reducing the speed limit down to 20mph. The current ongoing issue is with several motorists speeding in excess of 40-50mph, which is already higher to the current 30mph limit. I fail to see how you propose to enforce the proposed 20mph limit when the current 30mph limit isn't enforced to much affect already. You could reduce the speed limit down further to 10mph or even 5mph but this would be completely pointless and continued to be ignored by the current offenders without affective enforcement.

Personally, I believe the current 30mph is perfectly sufficient for the area and as a local resident who regularly walks throughout the Beighton area I believe there is no need to reduce this further.

I fully understand local authority budgets are tight so I would advise you redirecting your budget for this proposed 20mph scheme to the local police authorities instead. I believe if this could fund more frequent patrols of the local area this would not only help enforce the current 30mph limit it would also help prevent the increased crime rate too.

Thank you for taking the time to note my objection to this proposed scheme and I look forward to you re-assessing your approach to resolving excessive speeding in Beighton and the surrounding area.

I am writing to object to the proposals for 20 mph speed limits to the whole of the Beighton

village areas. Whilst I understand the need for speed controls outside of local schools the proposals as they stand are totally out of proportion to the problems caused by speeding traffic in the village. The idea that those who speed will reduce their speed because of a sign lacks a complete understanding of the mindset of the individuals. Unless you are proposing to have constant Police presence or speed cameras to back up the signs they are totally valueless. As your letter states this is really a cost cut exercise by a Council that has completely mismanaged its finances over the last 40 years and constantly uses a reduction in central government support as an excuse and is devoid of real solutions.

First may I say In Clear and Unadulterated English " What an absurd waste of TIME, MONEY , and MATERIALS!!"

How many trees died, and Chemical processes undertaken to reproduce the absolutely awful waste that crossed my threshold??

You obviously DO NOT live in these areas that this is being Ludicrously proposed?, because if you did you would see that :

1. The speed limit in these areas is **never** within legal requirements.
2. The drivers of said vehicles (Gasoline, Diesel or EV's), are either on the phone, paying no attention whatsoever and again SPEEDING.
3. Where is the funding coming from to Police these speed restrictions??
Probably the same pot that gave Ms Joesphs ("Chief Executive" of Sheffield Council's Salary of 190K salary for attending Parties with Pfeffel Johnson, along with her three months holiday .

I assume that this email with go unanswered and not regarded in relation to this waste of TIME, MONEY & MATERIALS?

Where I live on Drakehouse Lane S20, there are speed bumps at the Bottom on to West street, and up along Sothall Green - That MAKE NO DIFFERENCE TO DRIVERS SPEED. It is only a matter of time before there is a fatality as drivers coming off Eckington way to Drakehouse lane hit unfathomably high speeds (To which this new signage will make NO DIFFERENCE).

I beg you to come and observe in this area and see for yourself-I doubt that

Yours dissolutioned

I object on the basis that this is a blanket solution that doesn't tackle the issues
20mph by schools - good idea and support
Most of the roads covered by the zone, have a significant amount of street parking and speed is naturally restricted
The proposal doesn't reduce the 40mph zone on Eckington Road between the junction with West Street and Orchard Lane, you have school children walking to Westfield, a blind junction on a summit (Copper Beech Close) and no pedestrian crossing points between these points, yet the pavement forces a crossing

Objections are time to move around the city will increase and costs on taxi fares.
The speed limit won't stop the boy racers nor electric bikes and scooter Which are silent and travel at more than 20mph unchecked.
Driving while intoxicated by drugs - 20 mph won't stop this.
If we have to have 20 mph then remove speed bumps, as they just damage cars increase noise levels and damage goods being delivered.
At last Sheffield council has agreed it is not a car friendly City.

So iam not in favour of this left wing nonsense.

The 3 points you make for lower speed limits....

If you ban-cars all together then no accidents.

Some collisions will be avoided altogether so if we don't drive no collisions.

People feel safe walking cycling.

Cyclists are more dangerous than cars you don't hear them no bells on bikes just fly past you on the foot way. Foot way that's right for feet not cyclists flash past and giving pedestrians verbal.

Well done for this stupid idea.

There are already many traffic calming devices in beighton ranging from sleeping policemen which are a nightmare for Ambulances I know this from personal experience to road narrowing, sleeping policemen strategically put particularly on corners so as to direct vehicles into the centre of roads so facing each other , road narrowing particularly at bus stops so that when stopped the bus blocks both ways of traffic (I have almost been run over twice on the footpath walking out of my home once by a Taxi driver frustrated by this traffic calming method .

By reducing the allowable speed will frustrate drivers still further and we surely will find drivers taking risks by even further bottlenecks created

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