



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: *24 November 2022*

Subject: *Report objections to the Speed Limit Order for Burncross 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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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 Burncross, report the receipt of objections to the Speed Limit Order and set out the Council's response.

Recommendations:

That the Transport, Regeneration, and Climate Committee:

- 1) Approve that the Burncross 20mph Speed Limit Order be made, as advertised, in accordance with the Road Traffic Regulation Act 1984 and that:
 - a. the order be implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
 - b. objectors will be informed of the decision by the Council's Traffic Regulations team
- 2) Approve the introduction of a part time 20mph limit on Ecclesfield Road outside Ecclesfield Secondary School.

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>Annmarie Johnson</i>
	Climate: Jessica Rick
	<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>
2	SLB member who approved submission: <i>Kate Martin</i>
3	Committee Chair consulted: <i>Mazher Iqbal and Julie Grocutt</i>
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Committee by the SLB member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.

Lead Officer Name: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
Date: 06/10/2022	

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 32 '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.

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

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

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

- **Handsworth:** 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

CONSULTATION REPONSES

There have been 136 responses to the consultation, 19 of these were formal objections. These are presented in Appendix C which is at the bottom of this report.

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

Many respondents (who were not objecting to the scheme) asked why Chapel Road was not included as this is the main "hot spot" for speeding. Unfortunately, Chapel Road does not meet the criteria for inclusion in a "sign only" 20mph scheme. The strategy is set out in 1.2 above.

Several respondents have said that the scheme is a waste of money. The reasons that the Council is introducing these schemes are detailed in 2.1 above.

9 of the respondents asked about the accidents in the area which may have impacted on this scheme being proposed. The Council has committed to introducing 20mph speed limits in all suitable residential areas in line with “Sheffield 20mph Speed Limit Strategy”. The data used to compile the priority list for schemes was a calculation based on the length of roads in the proposed areas relative to the number of “Killed and seriously injured” casualties, which led to a ‘worst first’ approach. Casualties could be any road users, including pedestrians and cyclists. However, we will still eventually be implementing schemes in areas that have little or no accidents

3 respondents have concerns about how lower speeds would affect the air quality/ climate change. 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.

Most respondents claim that the scheme is simply a money-making exercise. At present, the police are the only ones that can enforce speed limits and the Council generates no income from any penalties issued by them.

Several residents took the opportunity to report other neighbourhood issues such as parking and anti-social behaviour using scooters. These are out of the remit of this scheme. Requests for parking restrictions can be sent to Transport@sheffield.gov.uk and anti social behaviour should be reported to the relevant part of the Council or the police.

OTHER CONSULTEES

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

No response has been received from South Yorkshire Fire and Rescue

Service or the Yorkshire Ambulance Service or South Yorkshire Passenger Transport Executive.

Sustrans and Cycle Sheffield support the proposals.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

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

The scheme will be funded by the Road Safety Fund
The total capital cost of this scheme is £133,788 and is as follows:
£11,890 transport fees (including TRO costs, consultation costs)
£21,147 Amey design fees
Estimated constriction cost £90,000
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

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 Burncross. 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 Burncross 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 Ecclesfield Riad for the same reasons

APPENDIX C

Objections

Most of the roads within the areas are restricted due to parked cars. This reduces speeds to less than 20mph. It's a waste of public money once again. It will not be policed due to funding.

I do not support this plan

I've not received any specific information to convince me that safety would be improved by the introduction of 20mph areas and so I would object to the introduction in this area.

The lack of evidence to the contrary shows that currently drivers do drive carefully and at a suitable speed without this introduction. The lack of accidents is testament to this.

I believe there are improvements which can be made.

1)Tackle inconsiderate parent parking on Ash View but also on surrounding areas. When Ash View is tackled the parking just moves to Chapel Road and Chestnut avenue making visibility difficult when trying to exit surrounding estates. A law enforcing presence would be welcomed to tackle this.

2)Police should act on illegal electric scooter use which has posed a danger to themselves (children) and others on Burncross Road and continues unchallenged.

The majority of people drive carefully in this area at a suitable speed for the conditions. Imposing a limit criminalises those who drive at a perfectly reasonable 25mph. The people who don't drive carefully aren't going to pay any attention to the signage.

I asked for further information on accident statistics which you feel would be reduced by this introduction but the lack of them I would argue renders lowering the speed limit redundant.

I am a resident of Burncross, Chapeltown, and I object to your proposal to introduce a 20mph speed limit in most of Burncross.

I can see the benefit in reducing the speed limit around schools, as you propose, but I am against a 20mph speed limit in all other circumstances.

My main objection is that it will increase traffic congestion when the traffic is busy. Slow moving traffic in small areas, such as Hunshelf Road, causes more air pollution, as we already see in places where roadworks are in operation. Not only is this bad for the environment, but it will also adversely affect people suffering from asthma or COPD. I suffer from asthma myself, and I am worried that my attacks will become more frequent, and more severe, if you reduce the speed limit int this area, as you propose. Has the

council carried out any studies into the effect of a 20mph speed limit on the environment, and on the public air quality? How do you propose to ameliorate the negative effects?

Modern vehicles are not designed for speeds of 20 mph. Such a limit would increase fuel consumption and make cars uneconomical. At a time of high inflation, when fuel prices are rising dramatically, and households are also having to contemplate sky-high energy bills, Sheffield Council should be doing everything it can to help struggling families, not introducing measures which will only increase the cost of living.

Also, the safety features built into modern cars dramatically reduce the risk of pedestrians being hit by cars at the current 30mph. Features such as pedestrian monitoring, ABS breaking/auto assisted breaking, traction control etc. On some vehicles, some of these automatic safety features are disabled when driving at lower speeds, so by reducing the speed limit you would actually be increasing the risk of accidents.

Another consideration is the effect that a 20mph limit would have on care workers, delivery drivers, and buses etc.:

- carers will take longer to reach their clients, thus leaving them without help for longer
- delivery drivers will take longer to complete their rounds, meaning they cannot complete as many deliveries in the same amount of time, and customers will have to wait longer for their parcels
- buses and taxis will be delayed and the journeys will take longer.

On a personal note, I suffer from Crohn's disease, which means that I can sometimes need a toilet urgently. On one occasion recently I only just made it home and got to the toilet in time, and that was with the current 30mph speed limit. If the speed limit was only 20mph I would not have made it home in time, and would have soiled myself in the car.

Finally, I am not aware of any road traffic accidents in Burncross. The current 30mph limit is quite safe as it is, so reducing it to 20mph would be a solution waiting for a problem.

Rather than reducing the speed limit, Sheffield Council should be installing more pedestrian crossings. These would allow the traffic to proceed freely where it can, whilst allowing pedestrians to cross the road safely when they need to do so.

I wish to formally object to Sheffield City Council's proposed 20 mph speed limit in the Chapeltown area of Sheffield. We are being told to reduce "greenhouse and CO2 emissions" to save the World for our children. Reducing motor vehicle speeds such that a driver will have to select lowest gear to achieve the 20 mph speed will not help this. This will result in more CO2 being emitted from the engine! This is madness. Your letter contains several unsubstantiated statements as to why you wish to implement these works. Please provide the evidence to back up these statements. Additionally how much is this project going to cost the taxpayers (Council Tax etc) over and above the increased costs of fuel?
I look forwards to receiving your response at your earliest convenience.

We wish to state our strong objection to the proposed speed restriction in the Burncross, Chapeltown area.

This plan is not needed as the area concerned has no greater accident rate than any other area of Sheffield and I believe it has less death rates through road accident than most other areas of Sheffield. This proposal is nothing but a blatant attempt to drive motorists as myself off the road so impinging on my civil liberties to enjoy my vehicle. We

shall fight any restriction imposed if this goes ahead.

I have studied your proposal for a 20mph speed limit on the minor roads around Burncross and am very surprised that no information has been given about previous accidents that could have been prevented or lessened in impact had a 20mph limit been in place. I am unaware of any such incidents so if there is no further information then I object to the plans.

There is a far bigger danger that the Strategic Transport, Sustainability and Infrastructure, City Growth Department have done nothing about and that is the parking situation outside the CO-OP on Bevan Way. Cars and vans park half on and half off the pavement on both sides of the road, sometimes at the same time and this is on a main bus route. There should be double yellow lines outside not the single yellow line that is in place. The private estate across the road has double yellow lines. I predict that someone will be injured due to this situation if nothing is done as crossing the road is hazardous.

I am writing to object to the pointless proposal to limit the speed limit in Burncross to 20mph. This is not needed and just another money making scheme (as I imagine they'll be speed cameras) to penalise drivers.

Just another waste of money when it could be used better elsewhere.

As a local resident for 15 years I am writing to submit my **STRONGEST OBJECTION** to proposed 20mph speed limits in these S35 residential areas where there is **NO NEED**. This area does not need the proposed plan. There have been no serious collisions in the areas outlined, nor people wanting cycling in these areas, and walkers like myself feel **COMPLETELY** safe already with the current 30mph speed limit. 20mph limits will clog our residential area with the busses that use these areas at slower speeds. If safety of schools is really the issue then provide more double yellow lines in areas where people park and block roads outside schools, zebra crossing or more pelican crossing for school children. Particularly at the bottom junction of Ecclesfield Road at Chapeltown roundabout?! But that would also be too expensive for the council I presume and simply putting up a few signs for 20mph, which as you say is **CHEAP!** makes you think it'll be a safer neighbourhood. No it will be pointless and a hinderance to residents going about their daily business. It is not needed and not wanted and what we really need is not addressed here with this proposal. I am not very happy with this at all and shall be contacting my MP.

I wish to object to the proposed 20 mph limits in Burncross as the present 30 mph is fine ,with regards to how wide Chapel road & Ecclesfield road is it will cause traffic jams & more pollution as we crawl through the areas.What would the speed limit be after the part time 20 mph outside ecclesfield school be back to 30 mph ! Why not have part time 20 mph around Coit,Windmill & Ecclesfield then back to 30 mph(only around schools)& leave the rest as normal Please

It would be a complete waste of tax payers' money to install 20mph signs on many of the smaller roads and closes in the area. Nobody exceeds 15mph on our road, it isn't long enough!

What we need is enforcement. Chapel Road is supposed to be 30mph, but there are many instances of this limit being exceeded. How will reducing the limit on the side roads help?

As a retired Police Officer with over 30 years service I have dealt with plenty fatal road collisions and other serious road collisions.

This appears to be Sheffield jumping on the Wales decision to make all roads in residential areas 20mph. Wales has more sheep than humans but it would appear that their Government has inherited sheep brains.

Lowering the speed limit to 20mph in the Burncross area will cause more pollution as vehicles will be reduced to using 2nd or 3 gear-plus on roads like Burncross Road and Ecclesfield Road slow long lines of traffic. Driving in such conditions means a driver's concentration is reduced by reason of his brain being deceived into a false sense of security. There will be more vehicles colliding with the car in front.

The Police currently cannot enforce properly the current speed limits!

You should take a look outside Ecclesfield school where there is currently a fixed speed camera with 30mph limit. Go there in the morning and more so at end of school day. Selfish parents picking their youngest and dearest up- the parents who complain about road safety+++they are the worst offenders. Parked on both sides of the road despite there being a traffic light crossing- some of them parked within restricted area - most of them half on footpath and this main road is restricted to main stream traffic having to give way. An Officer could issue between 30 to 40 tickets every day but my ex-colleagues are never to be seen or they themselves drive past and ignore the chaos.

The only part of Burncross that could benefit from more policing is Burncross Road between Bracken Hill and Chapelton Centre where the 30mph limit is rarely adhered to- the police camera van always stops in the wrong location and it needs a more devious approach to prosecuting the speeders.

The idea the Council is proposing is a waste of public money but I expected nothing else from a Labour/ Lib Dem woker.

The world in crisis and we worry about reducing a speed limit from 30 to 20!!!

I am writing to object to the blanket 20mph proposal in Burncross. the proposal is totally disproportionate to the needs of the area I do agree that there needs to be better speed restrictions around all schools, but it also needs parking restrictions around school entrances for non residents of at least 300 metres away from entrances. It would seem to me there could be time limit round schools when the 20mph applies like in bus lanes. Parents should try and explain to children if you're crossing roads DO NOT use your phone until they have crossed. Will cyclist be monitored for sticking to 20mph as some seem to be a law unto themselves.

1. You have not provided any details as to the number of deaths and serious injuries caused on all these roads in the proposed area in the last 12 months which would support the need ?
2. You say some collisions will be avoided, are there any statistics to prove this or is it just the councillors wish list?
3. Who are these people that are going to feel safe when walking when cars will allegedly be doing 20mph ,I assume you have letters of complaint from people complaining that they don't feel safe when cars are travelling at 30mph and above?
4. In the letter it states there will be an advisory 20 mph speed limit outside the entrance to coit primary school on Ecclesfield road, that would be amazing as Coit Primary school is on Park Avenue also there is no mention of Windmill Hill School why is that ?

5. How will travelling at 20MPH make it a more pleasant place for everyone ?
6. You haven't thought about the safety of children over the years when you have not reduced the 40mph speed limit just past Ecclesfield school ?
7. What have you done about restricting parking out side schools which is a danger to children, there is not any notable restriction to badly parked vehicles outside the schools ?
8. There is already congestion in these areas and will create even more congestion and pollution and cause frustration amongst road users and residents which in turn will cause health risks ?
9. How will the improvement be seen when nothing controls vehicles using excessive speeds now ,or how will residents benefit from these proposals ?
10. What are you doing about the electrical scooters that are also not being used safely which are a danger to young and old alike?

It would seem a waste of money a lot of drivers don't stick to 30 mph so reducing it to 20 mph won't make any difference.the most concerning issue is the stretch of burncross road between the acorn pub and the Crown and cushion where some idiots think it is a drag strip and every day cars are going at 50 and some I would say over 60 especially motor bikes.other than the once in a blue moon speed camera van I think you should pay more attention to this area.

Please accept this E-Mail as my formal objection to the above proposal

There appears very little substance to the proposal whilst we still have a major problem at Ecclesfield Comprehensive School during starting and finishing times where there appears complete and zero consideration when parking and the risks that this behaviour encourages

I would reconsider if you could supply detailed Risk Assessments that have resulted in this proposal

Please let me know if you need further details at this stage

I'd like to formally object to the 20mph proposal regarding the burn cross area.

As much as I'd like the area to be safer for pedestrians in regards to safer roads around burncross I don't think lowering the speed limit is the answer.

If anything it's going to make the roads more dangerous as for the impatient drivers that will not adhere to said speed limit, for e.g - overtaking in blind spots & around schools.

Traffics already terrible around the chapeltown area as it is. Slowing things down will just congest it further.

In response to your letter dated the 4th of August I fail to see why a 20mhp area is needed. While I'm all for safety I've not seen or heard of loads of accidents in the area due to speed or anyone hit by fast moving vehicles. Police presence is non existent in our neighbourhood so possibly address that first.

The feeling is this is just a money making exercise where all we will see is more speeding vans generating more money for the council with no change in the lack of a police presence.

Fix the bits that matter and what our council tax pays for first before introducing this poorly thought out change.

I am voicing my objection to 20mph on Burncross Road
This is way to slow and seems a little bit needless

Many thanks for listening

I reject your proposal.

I would like to see statistics of pedestrian-car collisions in the Burncross area within the past 5 years.

I would like to see the costings of the proposal.

I am writing to object to the proposed 20mph speed limit around the Burncross area.

We have lived on Burncross Road for 22 years and at the busiest part of Burncross Road with the only speed bump positioned outside our home.

Our reasons for this objection are as follows:

1. 20mph speed limit will have a huge effect on the volume of traffic that is currently on the road day/night.
2. The cars will be in the wrong gear to travel at this speed therefore increased omissions which is not beneficial to the ozone layer.
3. This reduced speed causes a danger for pedestrians and other vehicles as you will get other drivers over taking the cars travelling at 20mph. Of which I do not currently see at 30mph.
4. The speed bumps have not reduced speeding. If anything they have caused more damage to the homes as when we have heavy rain they direct the water to run towards the houses causing flooding. This has been reported to the highways on many occasions.
5. Currently the vehicles travelling at 30mph and over the speed bumps make such a racket and this continues throughout the night. We have two young children and the noise of vehicles especially HGV and tractors causes such a racket at 5.00am in the morning. Again this has been reported to the council with no response.

This page is intentionally left blank