

## Policy Committee Decision Report

<b>Title of Report:</b>	Report of objections received to the Speed limit order for the Brincliffe and Greenland 20mph schemes
<b>Date of Decision:</b>	27 <sup>th</sup> November 2024
<b>Report To:</b>	Transport, Regeneration and Climate Policy Committee
<b>Report Of:</b>	Tom Finnegan-Smith Assistant Director, City Transport
<b>Report Author:</b>	Lisa Blakemore, Principal Transport Planner, Projects

**Executive Summary:** 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.



### **Council Plan outcomes:**

[A place where all children belong and all young people can build a successful future](#)

[Great neighbourhoods that people are happy to call home](#)

[People live in caring, engaged communities that value diversity and support wellbeing](#)

[A creative and prosperous city full of culture, learning, and innovation](#)

[A city on the move – growing, connected and sustainable](#)

### **Policy Committee remit:**

This report is to be considered by the Transport, Regeneration and Climate Policy Committee as its remit includes functions arising from the Council's role as Traffic Authority, including transport and parking matters, where these relate to matters that have drawn objections from members of the public. [This is set out within Part 3C of the Council Constitution.](#)

**Does the report contain confidential or exempt information? No**

**Recommendations:**

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

1. Approve 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.

**Financial Implications:** Yes Approved by: Damien Watkinson

**Legal Implications:** Yes Approved by: Richard Cannon

**Equality and Inclusion Implications:** Yes Approved by: Ed Sexton

[Initial/Full Equalities Impact Assessment completed with EIA number: xxxx]

**Climate Change Implications:** [Yes/No] [Approved by: Sustainability Officer name]

**Background Papers:** N/A

**Appendices:**

- Appendix A: Sample of 20mph consultation letter
- Appendix B: Objections and support to Brincliffe 20mph scheme
- Appendix C: Objections and support to Greenland 20mph scheme

## 1. Background to the issue

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 52 'sign only' 20mph areas have been completed as well as 12 child safety zones. This does not include the 6 schemes that are being progressed as part of the 23/24 batch.

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

## 2. Proposal

2.1 As part of the 20mph speed limit strategy, Sheffield has been divided into a "master map" of possible suitable areas for inclusion in a "sign only" 20mph scheme. These are prioritised in a list for delivery based on accident statistics working through "worst first" with the annual funding allocated to these schemes from LnTCP. The data was compiled by the Data and evaluation manager working for the PTE, under the guise of the Local Transport partnership.

The remaining schemes to be presented to TRC (Subject to objections being received will be:

- Earl Marshall
- Loxley/ Walkley
- Netherthorpe
- Bradway

The schemes in the 24/25 batch are:

- Longley Hall
- Beaver Hill
- Tapton
- Colligate

We have been delayed with progressing these schemes as the TROs for the 24/25 batch have not all been processed yet. We had a period of around 18 months where we couldn't progress any "static" TROs while our new Appyway system was installed and we are now catching up with the schemes that more urgently require their TROs (as they are on site or there are funding constraints).

2.2 This report details the consultation response to the introduction of these 20mph speed limits in Brincliffe and Greenland, reports the receipt of objections and sets out the Council's response.

### **3. How does this decision contribute to the Council Plan?**

#### 3.1 Council Plan outcome

1.1.1 Great Neighbourhoods that people are happy to call home: 20mph schemes allow residents to feel safer in the communities in which they live. The scheme creates safer options for everyone to move around, providing choices that support walking, wheeling and cycling.

1.1.2 A city on the move – growing connected and sustainable: Installing 20mph speed limits on residential roads aims to make the environment safer to allow people to make choices about how they travel. By aiming to make sustainable modes safer in neighbourhoods, and in parallel developing a reliable, quick and affordable transport system, these schemes also contribute to a climate resilient future.

#### 3.2 People – Prosperity - Planet

3.2.1 People: 20mph schemes are on the whole, greatly supported by our communities and this is evident in the consultations that we carry out. We will also evaluate the schemes that we install, asking for residents opinions on how the schemes are working, to ensure that they remain fit for purpose in the communities that they are in.

3.2.2 Prosperity: All Sheffield's neighbourhoods will be clean, green and safe places to live and visit. 20mph speed limits on all suitable residential roads aims to make them healthy environments for people to spend time together, live healthily, move around and belong in their communities.

3.2.3 Planet: 20mph schemes aim to make neighbourhoods safer and allow people to choose more sustainable modes of transport therefore contributing to a low carbon future for Sheffield.

#### 4. What community or partner engagement has been undertaken and how has it informed the proposal?

4.1 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 and formally object if they wish (see Appendix A for sample letter).

4.2 Statutory consultees such as the emergency services have also been consulted about these proposals

4.3 Local ward members and LAC members are sent the consultation materials 2 weeks before residents receive them, allowing them time to make any comment or raise any concerns before the proposals are made public.

4.4 There have been 2372 letters and A3 colour plans sent to each resident within Brincliffe and 1498 letters and A3 colour plans sent to each resident in Greenland. Plans were also available on the Council's website and electronic copies sent out by email to any resident requesting them.

4.5 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

**Greenland** Out of 1498 letters delivered to all residents in the proposed boundary, there have been 6 emails in support and 5 objections to the scheme. These are presented in Appendix B.

**Brincliffe** Out of 2372 letters delivered to all residents in the proposed boundary, there have been 154 comments in support and 26 objections to the scheme. These are presented in Appendix C.

All respondents have received an email acknowledging receipt of their comments on this consultation and any specific questions that may help inform whether they support/ object to the proposal have been answered.

The officer response to each objection is documented in Appendix B and C. The objections expressed therein are not considered, on balance and in the context of the officer response provided, to provide sufficient reason to not proceed with the implementation of the speed limit orders as originally proposed.

Several residents from Brincliffe did request that Sheldon Road be made 20mph and Local Councillors indicated that they would support this. Sheldon Road does not form part of this boundary and would have been considered as part of the Nether Edge Child Safety Zone that was installed in 2010. However, we have agreed to carry out speed surveys and if it meets the criteria (it is a C class road), we will look to consult on it becoming subject to a 20mph speed limit. Due to its location, it would likely be included in the Nether Edge boundary, rather than this Brincliffe scheme (subject to design work being carried out).

Some Brincliffe residents, including people who support the scheme have raised concerns about main roads, such as Psalter Lane being included in the scheme. These are “C class” roads and in the Council’s 20mph speed limit strategy, these are to be considered for inclusion on their own merits. Speed surveys were conducted, and all roads had an average speed of under 27mph which allows their inclusion. The police have not expressed any concern with these roads being included and neither have local members and one expressed support for these roads being in the scheme.

## **5. What alternative options did we consider?**

### **5.1 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.

### **5.2 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

## **6. How has equality, diversity and inclusion been actively considered?**

6.1 An Equality impact assessment has been carried out for the whole 20mph programme. 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.

## **7. Financial and Commercial Implications**

7.1 The Outline Business case for the Greenland 20mph scheme was approved by the Transport Board in March 2024

The scheme will be funded LAnTCP

The estimated total capital cost of the scheme recommended by this report will be £82,580 and is broken down as follows:

£9,800 Transport costs and survey fees (including TRO costs, consultation costs)

£20,765 Amey design fees

Estimated construction cost £45,000

HMD fees £6,265

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £15,000

The IBC for the Brincliffe was approved at Transport Board in May 2024 with a budget of £13,000, In line with the new agreed procedure for small schemes such as 20mph schemes, the OBC will be submitted after the scheme has been considered by TRC and Detailed Design complete. This was agreed after the above Greenland OBC was submitted.

## **8. Legal Implications**

8.1 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).. The proposal set out in this report is considered to follow the plan and its implementation provides fulfilment of the associated duty.

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

## **9. Climate and Environmental Implications**

A climate impact assessment has been carried out for the whole 20mph programme.

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

## **10. Other implications**

10.1 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

## **11. Reasons for decision**

11.1 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.