

Brincliffe 20mph Zone — Objections

#	Objection	Officer Response
1.	<p>For many of these residential roads this will be pointless as people will rarely exceed 20pmh anyway.</p> <p>For keys roads such as Psalter lane it would only increase travel time during off peak times. With regards to safety it has long been known that once you are below 30mph the risk drops dramatically in collisions so there is no need to change this.</p> <p>Please don't waste public money on signage and put it to something actually needed.</p>	<ul style="list-style-type: none"> - Research suggests that introducing 20mph speed limits has a marginal impact on journey times, given that overall journey times are largely dictated by junction delays and not vehicle speeds (Steer Davies Gleave. 2014). - A recent review indicates that pedestrians are five times more likely to be killed when struck by cars travelling at 30mph than 20mph (Rosén, et al., <i>Accid Anal Prev.</i>, 43, 1. 2011). The scheme does, therefore, present a potentially major benefit to safety in the event of a collision. - The reason for the introduction of 20mph speed limits on residential roads is discussed in the report.
2.	<p>I wish to object to introduction of 20 mph zone in Brincliffe. My reasons for objection:</p> <ul style="list-style-type: none"> * There is no need in the first place. From 13 years in living in the area , I very rarely witness vehicles speeding and I have never witnesses any traffic accident. In fact numerous driver school vehicles use the roads in Brincliffe because the traffic is normally very calm and the roads are very safe. * There are already localised 20 mph speed limits on roads near schools * Unnecessary expenditure for no benefit to residents such as myself 	<ul style="list-style-type: none"> - Residents can utilise the “CrashMap” website, where DfT data on casualties taking place locally in the last 24 years can be found. This data is limited to incidents reported to the police and will not account for near-misses or any unreported accidents. - The Council’s 20mph speed limit strategy aims to install a 20mph speed limit on all suitable residential roads. Accident data is the way in which we prioritise the areas to be installed but as we work down the list, there will be inevitably areas with few or no accidents reported. - No schools fall within the boundaries of this scheme, and there are no existing 20mph limits in the area proposed. - The reason for the introduction of 20mph speed limits on residential roads is discussed in the report. -
3.	<p>I am not in favour of 20mph being implemented on the major roads like Psalter Lane. I feel these should remain at 30mph.</p>	<ul style="list-style-type: none"> - No reason for the objection was given. - The reason for the introduction of 20mph speed limits on residential roads is discussed in the report.
4.	<p>I am a part time resident of Netheredge and South Wales, as I live in both areas and I can report first hand about the effect of 20 mph restrictions!</p>	<ul style="list-style-type: none"> - The Welsh government have acknowledged that, due to the sweeping nature of their traffic measures, 20mph limits were

<p>Wales brought in 20MPH to every village/town in Wales. They have now just announced a u-turn and it will be changed in many areas where it is felt to be inappropriate! This has in practise clearly been proved to be totally wrong, inappropriate and frustrating, and they have wasted £kkk changing over the signs etc etc...</p> <p>Going from 60, 40, 30 then 20 within a mile is not helping our planet with Co2 impact of constant braking...</p> <p>I agree entirely that it is appropriate for built up inner city areas where there is heavy traffic, bikes and lots of pedestrians. That is not true of Brincliffe and around Netheredge. Many of these are quiet side roads, very wide and with few houses on each sides as this is an area of detached large properties! There are few schools where mass cars collect and cause congestion.</p> <p>Why is it necessary?</p> <p>Is there evidence of a huge spike in deaths and car accidents?</p> <p>Is there a huge number of pedestrian injuries and near misses?</p> <p>I am concerned that this is up for debate in such a relatively quiet area of Sheffield- you need to spend time in Wales and listen to the disgruntled residents!</p>	<p>imposed on routes that they have now deemed to be unsuitable. The changes proposed by SCC are more localised, have been found to meet appropriate criteria set out for the scheme, and will be subject to monitoring and evaluation to ensure that they continue to have the intended effect.</p> <ul style="list-style-type: none"> - Recent analysis of driving styles on 20mph roads suggested that a reduction in speed from 30mph was unlikely to result in higher emission rates on a per-vehicle basis and may in fact result in fewer particulate emissions (Transport and Environmental Analysis Group, Imperial College. 2013). The study did not consider the effects of congestion; however, it is unlikely that the scheme will result in greater levels of congestion. As the respondent points out, roads in the area do not generally reach capacity. Additionally, SCC carried out its own environmental evaluation, which did not anticipate an adverse effect on air quality. - Local accident rates are not exceptionally high, however any reduction in the number and severity of accidents is considered to be worthwhile relative to the cost of the scheme.
<p>5. I am writing with regard to your 20mph Speed Limit Area proposal in Nether Edge. I strongly object to Sheffield City Council's [SCC] proposal for blanket imposition of 20mph speed limits. There appears no valid reason for introducing 20mph limits in this area. The policy is a further cloaked 'Agenda 2030' derived diktat, designed to reduce car ownership and free movement of people under the guise of Net Zero. Policies such as these go hand in hand with the 'Smart City' -'15min City' policy directives being pursued headlong by SCC without any public mandate or oversight. [see; SCC Draft Local Plan and '15-Minute Neighbourhoods for Sheffield' SCC Council Meeting 22nd February 2022].</p> <p>The hugely unpopular rollout of blanket 20mph speed limits in Wales, stated as utilising "behavioural change"; in order to "encourage a shift from private car to walking and cycling and to reduce private car dominance in vehicle pedestrian interactions"; are policies taken straight out of the UN Sustainable Development Goals playbook and firmly part of the WEF Great Reset Agenda.</p> <p>https://tfw.wales/about-us/transparency/publications/default-20mph-speed-limit It seems highly likely SCC are following the same course.</p>	<ul style="list-style-type: none"> - Regarding the 'blanket imposition' of 20mph limits: only roads with average traffic speeds below 27mph are considered for the scheme, with roads running between 24 and 27mph considered on a case-by-case basis using DfT guidelines. - The scheme is not intended to limit freedom of movement, or to drive down private car usage. <p>A study by Imperial College London into the impact of 20mph speed limits suggested that they have no net negative impact on exhaust emissions. Results indicate clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones. Also, the Department for Transport's 20mph Research Study (November 2018)</p>

Safety

In this case the ruse put forward by SCC to get their policy over the line is 'safety'. This is often used by the Globalist cause to impose their agenda on those unaware of the underlying intentions; for example 'lockdowns'. UK roads are amongst the safest in the developed world. WHO World Health Statistics Report 2024 ranks the UK 11th out of 202 countries for traffic fatalities representing 2.4 per 100,000 population, [equal to Iceland and Switzerland, the worst being Guinea at 37.4]. Since 2000 the UK has improved road safety from 5.9 road deaths per 100,000 to 2.4 which shows a marked improvement.

<https://www.who.int/publications/i/item/9789240094703>
Nether Edge does not require a revised speed limit. Most people drive safely and avoid accidents. Those driving recklessly will not be persuaded by new signs or interventions. In this regard the focus should be on educating drivers to be more aware of their surroundings. Local measures should involve tackling the practice of young men hiring supercars for the weekend and driving around the neighbourhood like a race track, showing off. The council present no evidence that 'safety' is an issue in the proposal area. SCC make it clear in their proposal letter that this is a blanket city-wide policy agenda to "install 20mph speed limits on all suitable roads in Sheffield." The question then arises where did the council get the public mandate to introduce this Marxist policy?

Driving at 20mph introduces the danger of over-assurance. Some people driving at lower speeds will inevitably gain a false sense of security with the potential for distraction or overtaking, leading to lower safety and increased collisions at lower speeds.

Net Zero

Although not stipulated by SCC, reduction in CO2 is often cited as the main reason for blanket 20mph rollout. Interestingly in the Wales experiment there was negligible impact in carbon emission reduction despite this being a main policy objective. Other sources state that driving at slower speeds decreases the mpg of vehicles with the outcome of generally increasing emissions.

<https://www.metrompg.com/posts/speed-vs-mpg.htm> The SCC proposal letter also obfuscates this aspect by attempting to infer an emissions reduction benefit, whilst citing a 'DoT 20mph research Study', which concludes that the "empirical evidence is weak"

Financial Waste

Despite the often quoted response from councils that the money comes from central government so it costs us nothing. This actually means that tax payers are not getting other services as a result. Instead, the council who have put up council tax to eye-watering levels in recent years, and are not able to adequately fund frontline services, should be lobbying central government to scrap all Net Zero policies in order to release funds to help the people of Sheffield.

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 the car.

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

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	<p>Unpopular Net Zero zealotry within the minority left-leaning elements of government and society, have proved to be unpopular. LTN schemes in Exeter and Sheffield have been forced to roll back [amongst other places] and 20mph schemes in Wales and Southampton forced to U-turn, [with over 10% of the Welsh population signing the petition].</p> <p>Net Zero Policies UN 'Agenda 2030' and the WEF 'Great Reset' policy agenda's appear to have given those working behind closed doors, away from the scrutiny of the man in the street, free-rein to impose Globalist Marxist policies on the population without any consent. The '15-minute City' policy objective is cited widely by the council in the Draft Local Plan and in their council meeting minutes [https://democracy.sheffield.gov.uk/mgAi.aspx?ID=25264], as if there is general acceptance of these Technocracy-derived utopian ideals. In reality the man in the street is oblivious to the tyranny going on around him and the applied behavioural psychological methods being freely but unlawfully imposed on our everyday lives. Those employed to rollout these policies may also be oblivious to the wider implications of their actions.</p> <p>I respectfully request my comments be noted on the public record as my objection to the proposed city-wide 20mph rollout and my formal notice to SCC concerning any future potential legal action.</p>	
6	<p>I object to the proposed Brincliffe 20 MPH zone on the basis that the zone includes 'main' roads in the zone without traffic calming measures such as narrowings and priority workings. My experience of 20 MPH zones without traffic calming makes crossing busy 'main' roads more difficult as traffic obeying the speed limit tends to be well separated but not sufficiently separated to allow pedestrians to cross.</p> <p>I object because without 'main' road traffic calming measures then those ignoring the 20 MPH limit will be even more dangerous to other road users as they are lulled into a sense of safety that does not exist. We already have a few people significantly speeding above the 30 MPH limit and they will not be deterred by a few signs. Sadly, I do not expect there will be effective enforcement.</p> <p>N.B. by 'main' roads I refer to the following routes:- route = Machon Bank Road, Barker's Road, Osborne Road, St. Andrews Road, Kingfield Road route = Psalter Lane route = Sharrow Lane route = Washington Road, Wostenholm Road, Montgomery Road</p>	<ul style="list-style-type: none"> - It is not expected that the speed limit will present any challenges to pedestrians crossing the road and should make conditions safer for pedestrians in general. It is not entirely clear what is meant by 'not sufficiently separated to allow pedestrians to cross' in this context—if the respondent is referring to increased queuing, this is not expected to occur, nor would it pose a problem to pedestrians/cyclists at designated crossing points, which should be kept clear. - The police have indicated that 20mph limit areas will not be subject to routine pre-planned enforcement. Consequently, the scheme relies on a broader attitudinal change in drivers, and an acceptance that 20mph is an appropriate speed in residential areas.
7	<p>I object! This proposal needs to meet the needs of All! This prioritises walkers and cyclists. 20mph on all roads is not logical. It increases congestion, wastes fuel and</p>	<ul style="list-style-type: none"> - Junctions in the area do not approach capacity as it stands, and it is unlikely that a 20mph limit

	<p>contributes to air pollution. We might as well travel in carriages. It makes sense to have 30mph on main roads and 20mph on roads with schools. The info used is outdated and in accurate Clifford School no longer exists. This is not a smart proposal but a biased one!</p>	<p>would introduce any delays at these points leading to congestion.</p> <ul style="list-style-type: none"> - There is limited research on fuel efficiency in 20mph zones, however this is closely related to emissions, which are indicated to change very little as a result of the reduced speed limit (Atkins, AECOM, Maher. 2018).
8	<p>I write to respectfully object to the blanket imposition of a 20mph zone across the entire Brincliffe area.</p> <p>While some residential streets may warrant a 20mph zone based on the number of cars parked, the narrow width of the road, or otherwise poor visibility, the blanket nature of the proposed order is excessive and suggests a lack of consideration for the real life conditions which vary considerably across the area.</p> <p>The rules seem absurd in particular for Psalter Lane, Osborne Road, Rundle Road, Montgomery Road and will simply be ignored by most motorists on these roads who will make a judgement that the law is an arse and therefore is not needed to be followed. I therefore contend that making the change across the entire area will increase the likelihood that the limit will be ignored on all roads, including those where a 20mph speed limit is warranted. Hence, a more targeted approach will be more effective at improving road safety.</p> <p>I would welcome a change of approach which considered the real life conditions of each road on its own merits.</p>	<ul style="list-style-type: none"> - Only roads with average traffic speeds below 27mph are considered for the scheme, with roads running between 24 and 27mph considered on a case-by-case basis using DfT guidelines. - Psalter Lanem Osbourne Road, Rundle Road and Montgomery Road meet the criteria for inclusion in a sign only 20mph scheme based on speed data collected and the “20mph speed limit strategy”
9	<p>I object to this on grounds of believing it to be a waste of money and to bring ineffective results in its current form.</p> <p>As a resident of Rundle Road, aka the Nether Edge Drag strip, I do not understand what you expect some loan 20mph signs to do when no-one listens to the 30mph signs anyway.</p> <p>Cars have passed me / my house at anything from 30 to 60mph (est) so wasting our tax money on some paint and some signs seems ludicrous when the council has limited funding. The amount of near misses on Kenbourne Park Road joining Rundle Road is crazy (I can tell by the number of horns, screeching brakes and more)</p> <p>This should be more all encompassing, with greater measures to make people understand that +30mps speeds in built up residential areas is highly unsafe and I really hope there is something more to be done on Rundle and Montgomery, both long road stretches were people have time to build up killing speeds.</p>	<ul style="list-style-type: none"> - The 20mph speed limit is not intended to address instances of reckless driving far in excess of the speed limit, which should be reported to the police. Instead, it is anticipated that the limit will prompt drivers who already comply with the 30mph speed limit to lower their speed in residential areas, thus improving safety for other road users. - The police have indicated that 20mph limit areas will not be subject to routine pre-planned enforcement. Consequently, the scheme relies on a broader attitudinal change in drivers, and an acceptance that 20mph is an appropriate speed in residential areas.
10	<p>I would like to formally object to the extension of the boundaries you have proposed for a 20mph zone in my area.</p> <p>The inclusion of Psalter Lane and Sharrow Lane are especially inappropriate here, no one would expect these main roads to be limited to 20mph and as there is no plan</p>	<ul style="list-style-type: none"> - The suggestion is that increased presence of 20mph signs will have an adverse effect on the overall sensitivity of drivers to 20mph speed limits. No evidence could be found to support this assertion.

<p>to enforce the limit this will only serve to devalue the attention people will pay to 20mph zones on narrower roads where they are more expected and apt.</p> <p>Your map contains a factual error where it states there is an existing school (Clifford CoE Primary) on Psalter Lane. They have consolidated their campus to one site on Ringinglow Rd (where there is a 20mph limit already). This is very misleading. Please issue a correction as it makes it seem more reasonable to impose a 20mph on Psalter Lane if there is a school there, and that is no longer the case.</p> <p>If safety for residents were the council's foremost objective then it would be far more effective to enforce the current 30mph limit on Sharrow Lane where cars frequently tear up from London Rd at over 40mph rather than to create an unenforced 20mph zone. Similarly the single yellow lines here are frequently parked on during the day obstructing the view of the road for cars coming out of driveways, creating a hazard and never once enforced by parking inspectors in the whole 17 years I've been living here.</p> <p>It seems silly and worse than a waste of time and energy to busy about creating new road rules for which there is no intention to try and enforce these without even trying to enforce the current road rules in these areas first.</p> <p>The letter talks about nudge factors and a &quot;modal shift away from the car&quot;. Excuse me but who voted for this? My child's school is over an hour's walk away. The schools in our catchment were 1. Heavily oversubscribed turning away over 100 applicants within a mile's radius from it (Mercia) and 2. Rated inadequate by Ofsted (King Edwards). Why should we have to go to an inadequate school we can walk to instead of a good school we luckily got in to that we can drive to? People have jobs and lives and there is no public service that can currently remotely come close to compensating for not having a car. If there were people might use it instead of being 'nudged' to shift away from their car by having their time wasted by various scheme that seek to make life worse for people trying to get their kids to school and themselves to work on time.</p> <p>You talk about making neighbourhoods safer and more pleasant. The reality of living on Sharrow Lane S11 is telling my child what he should do if someone pulls a knife on him outside of Highfield Library, how he should handle aggressive begging by drug addicts outside of Tesco Express and Waitrose all while using one of the councils most favoured modes of transport, his feet.</p> <p>Please focus your time and energy and our hard earned council tax on addressing the real issues in the city.</p>	<ul style="list-style-type: none"> - There was an inaccuracy in the map provided to residents with respect to Clifford Primary School, sometimes the change in use of buildings is not updated/ picked up by our mapping systems or design partners, however this inaccuracy does not impact on the scheme that is being consulted on. - The respondent raises concerns about barriers to necessary car trips and argues that public transport is insufficient to compensate for this. The scheme is not intended to make car travel impossible and should not greatly reduce travel times or increase congestion. For example, the respondent claims their child's journey to school takes approximately 1 hour by foot. At the average walking speed of 3mph, this would make the journey around 3 miles long. In a car travelling at a constant speed of 20mph (the journey is likely to be faster at points, but will also involve several stoppages), the journey would take 9 minutes. At 30mph it would take 6 minutes. A (worst case) change in journey time of 3 minutes does not make the trip less viable. - The reason for the introduction of 20mph speed limits on residential roads is discussed in the report.
<p>11 I've just received the proposal today to extend the 20mph zones to include the Brincliffe area. While I have no objections in principle to reducing the speed limit on side roads the main arterial routes do need to provide a flow of</p>	<ul style="list-style-type: none"> - Only roads with average traffic speeds below 27mph are considered for the scheme, with roads running between 24 and

	<p>traffic and reducing this is likely to cause more congestion and therefore more pollution - including Psalter Lane in the East/West route and the route from Hunters Bar to Abbeydale Road. Also the route along Rundle Road to the roundabout at the start of Psalter Lane.</p> <p>If the output of this is to reduce accidents I would suggest providing more visible crossing points is a better option. Some roads would also benefit from being made 1 way - which would reduce the shortcuts some drivers take whilst still allowing traffic in 1 route - Brincliffe Edge is a prime example of this as parking on 1 side makes it really difficult to navigate..</p>	<p>27mph considered on a case-by-case basis using DfT guidelines.</p> <ul style="list-style-type: none"> - Psalter Lanem Osbourne Road, Rundle Road and Montgomery Road meet the criteria for inclusion in a sign only 20mph scheme based on speed data collected and the “20mph speed limit strategy” <p>A study by Imperial College London into the impact of 20mph speed limits suggested that they have no net negative impact on exhaust emissions. Results indicate clear benefits to driving style and associated particulate emissions. The research found that vehicles moved more smoothly, with fewer accelerations and decelerations, than in 30mph zones. Also, 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:</p> <ul style="list-style-type: none"> • 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 the car. <p>This suggests that the introduction of 20mph limits is unlikely to have had a negative impact on air quality.</p> <p>-</p>
12	<p>I am writing to object to this scheme.</p> <p>I am quite happy with the existing speed limit and would prefer to see that enforced through the use of traffic calming measures that can be negotiated at 30mph. If there is an issue it is with people speeding and a lack of enforcement. Frankly, you can reduce the speed limit to 20mph on Montgomery Road but I think it will be unlikely to change the behaviour of some drivers.</p> <p>I would also like to point out that driving a car at 20mph is not helping fuel efficiency.</p> <p>I use the buses when I am able but they are not really frequent enough to drive a modal change. I’d consider a bike but I lack secure storage space. One</p>	<ul style="list-style-type: none"> - Modal shift is a possible effect of the scheme but is unlikely to occur on a major scale as a result of it and is therefore not a stated outcome. Concerns about the lack of infrastructure to support a modal shift are valid, but not strictly relevant to this scheme. - The scheme will be subject to ongoing monitoring and evaluation, including speed surveys and sampling of public perception - Physical traffic calming is an efficient way of lowering speeds but is extremely expensive. “sign only” 20mph schemes are a cost

	<p>neighbours has had two electric bikes stolen. I think there is quite a bit more work required to encourage a modal shift.</p> <p>Assuming this scheme is steamrolled through, what review mechanism will exist?</p>	<p>effective way to roll out lower speed limits to a greater number of residential areas.</p>
13	<p>I would like to object to the 20mph particularly on psalter lane this is a main rd through for people and certainly shouldn't be 20mph it will increase pollution when people are having to crawl. It's really hard to drive at 20mph unless you are on a side rd or a rd with speed bumps. I do agree that some of the side rds but not all rds such as machon bank/sheldon rd. I think the money could be better spent elsewhere. The rds around nether edge are shocking.</p>	<ul style="list-style-type: none"> - Recent analysis of driving styles on 20mph roads suggested that a reduction in speed from 30mph was unlikely to result in higher emission rates on a per-vehicle basis and may in fact result in fewer particulate emissions (Transport and Environmental Analysis Group, Imperial College. 2013). - Previous schemes elsewhere in the country demonstrate a reduction in speed following the introduction of sign-only limits. Driving at 20mph requires some adjustment on the part of the driver in some cases, but the additional concentration required may enhance hazard perception. - This scheme is funded by the LnTCP which is central government funding that can only be used for new highway schemes so even if this scheme did not move forward, the budget could not be used for highway maintenance. The Council has a PFI which funds highway maintenance.
14	<p>I would like to object to this proposal on the grounds that it will have almost zero impact as it is nigh on impossible to reach 30mph on the proposed roads already. I am not aware of any of these roads being particularly high risk for accidents for either drivers or pedestrians. Even the consultation has been an expensive waste of time and to carry on would incur further costs for next to zero gains.</p>	<ul style="list-style-type: none"> - Residents can access the website "CrashMap", where open accident data for the area can be viewed. The Council's 20mph speed limit strategy aims to install a 20mph speed limit on all suitable residential roads. Accident data is the way in which we prioritise the areas to be installed but as we work down the list, there will be inevitably areas with few or no accidents reported. -
15	<p>I am against the 20mph area that you plan to introduce in the area I have lived in for the last 30 years.</p> <p>* The reasons given for doing this are weak. I would like to see the accident evidence data for the area and the likely reduction figures. I don't think it will make the area that much safer to live in.</p> <p>* Crime is the biggest issue we face in this area. It is criminal free for all area and you are unlikely to see a Police response if you are subject to crime. I know this for a fact having had a vehicle stolen recently. I dont think I have seen a police car in the area for ages.</p> <p>* I don't agree with the argument for shifting away from a car. The car gives great personal independence and</p>	<ul style="list-style-type: none"> - Residents can access the "CrashMap" website, where open accident data for the area can be viewed. We do not have estimates for the reduction in accident rates in this area, however a reduction in the number of accidents following schemes elsewhere in the country has been reported. For example in Portsmouth, where 20mph limits were implemented on 94% of all roads, a 21% reduction city-wide in the number of accidents per year

	<p>choice.</p> <p>* I am all for reducing global warming and improving air/water quality however the 10mph saving has little to offer.</p> <p>* I can understand the 20mph limit being near schools and other high density buildings requiring access but it doesnt need to be everywhere in a city.</p> <p>* There are so many signs on the side of the road in the city it's ridiculous.</p> <p>Making it a 20mph area impacts my insurance as a black box driver. Have you tried driving everywhere at 20mph? It's difficult to say the least. My final concern is that this will be enforced by speed limiting software which I understand is being introduced this year.</p> <p>Personally I believe the 30mph speed limit is fine as it stands.</p>	<p>was observed in the two years after the scheme, compared with the three years leading up to it (ROSPA. 2017).</p> <ul style="list-style-type: none"> - Modal shift is not a stated outcome of the scheme, nor is an improvement in air or water quality. - Excessive signage may be considered unsightly or confusing. However, even after additional 20mph signs are installed, the number in Brincliffe will remain very minimal. - Driving at 20mph may require some adjustment, however it is very possible. Speed limiters will effectively eliminate this difficulty unless disabled.
16	<p>I write regarding the Proposed 20mph Speed Limit Area for Brincliffe as outlined in a letter delivered to us and dated 6th June.</p> <p>We live on Rundle Road which falls within the proposed area. Whilst the 20mph is a laudable idea I regret that it will do little to stop the persistent speeding along our road which is straight, resurfaced and enticing to those who wish to speed in their fast cars.</p> <p>I know some of our neighbours have recently complained about this situation to the SCC with little positive response. I should like to add our concerns to those already logged - this speeding is now a real problem and really can only end in a serious accident. It is drivers of 'upmarket' fast cars which are the main culprits and a 20mph limit will make no difference to them especially since it is clear from this letter that the speeds will not be monitored!</p> <p>We think it is time that SCC took notice of the residents of Rundle Road and addressed the speeding issues that we witness each day before a serious accident occurs - the only way this can be averted is if you take action for all our benefit. I look forward to your response.</p>	<ul style="list-style-type: none"> - The 20mph speed limit is not intended to address instances of reckless driving far in excess of the speed limit, which should be reported to the police. Instead, it is anticipated that the limit will prompt drivers who already comply with the 30mph speed limit to lower their speed in residential areas, thus improving safety for other road users.
17	<p>I have some concerns over the proposals. Much of the area already has an effective 20mph limit due to narrow roads, parking, speed bumps and potholes. Psalter Lane carries a lot of traffic and restricting it to 20mph will involve vehicles driving in lower gears with attendant increased pollution and noise as well as congestion. The new crossing at the end of Osborne Road already acts to slow traffic when there are pedestrians about . I appreciate the thinking behind the proposal but suspect the conclusions are flawed. Most motorists drive sensibly, and without any enforcement the thoughtless minority will continue to drive irresponsibly. Taxis are a case in point. A wider road safety/ safe driving campaign would in my view yield better results.</p>	<ul style="list-style-type: none"> - Recent analysis of driving styles on 20mph roads suggested that a reduction in speed from 30mph was unlikely to result in higher emission rates on a per-vehicle basis and may in fact result in fewer particulate emissions (Transport and Environmental Analysis Group, Imperial College. 2013). - The 20mph speed limit is not intended to address instances of reckless driving far in excess of the speed limit, which should be reported to the police. Instead, it is anticipated that the limit will prompt

		<p>drivers who already comply with the 30mph speed limit to lower their speed in residential areas, thus improving safety for other road users.</p> <ul style="list-style-type: none"> - As well as installing 20mph speed limits, we also have roads safety officers in schools who promote road safety to children as well as other educational campaigns. The introduction of this programme aims to promote the behavioural change that 20mph is an acceptable speed in residential areas.
18	<p>Have ALL conducted a meeting and decided our OBJECTION to your proposed 20 mile limit in this area as shown in both maps as Brincliffe.</p> <p>This is complete waste of our Tax Payers' money and increases traffic congestion. The area does not need this as very residential and already narrow roads with parking residents cars on both sides and does not allow speed. It also, affects Bus services and taxis and public transport. This proposal it affects the air pollution badly and noise and the environment. It also waste police force time and efforts in solving real problems than checking these roads. we advise you to spend the money on other issue in the community and repair roads with holes everywhere and provide parks and amenities.</p>	<ul style="list-style-type: none"> - Junctions in the area do not approach capacity as it stands, and it is unlikely that a 20mph limit would introduce any delays at these points leading to congestion. - It is not expected that public transport or taxi journeys will be significantly affected. Most of the delay experienced while using these forms of transport in the city is due to queuing at junctions, which is unlikely to worsen in the local area as a result of the scheme. Bus operators raised no concern about the installation of 20mph speed limits on residential roads. - Recent analysis of driving styles on 20mph roads suggested that a reduction in speed from 30mph was unlikely to result in higher emission rates on a per-vehicle basis and may in fact result in fewer particulate emissions (Transport and Environmental Analysis Group, Imperial College. 2013). - The police have indicated that they will not be routinely enforcing the 20mph limit, so the scheme will not place any additional strain on their resources.
19	<p>I utterly object to this proposal, I do not believe there is a history of accidents in this area that demand this proposal. If there were you would have provided this information to us in your accompanying explanation I'm sure. I do suspect there are other areas of the city that probably do have a worrying high accident and reckless driving issues that do demand a proposal such as this to reduce RTAs and I cannot but wonder why you are not pursuing your objectives where the problem actually lies.</p> <p>If you want to improve road and pedestrian safety in our</p>	<ul style="list-style-type: none"> - Residents can access the CrashMap website, where open accident data for the area can be viewed. It was determined that the scheme had the potential to reduce the number and/or severity of accidents in the future, while also promoting a more inviting street environment for local residents, children in particular. Children may prefer, and parents may feel more

area could you see to it that the 30pmh is actually enforced first before going with this scheme? Could you please publish data on the number of accidents in our area for at least the last year, preferably more; where is the evidence that there is a huge need for this? Then try enforcing the 30 mph speed limit actively, reporting back a year later before even considering taking this proposal forward. Could you stop all bicycles and particularly motorised bicycles from riding on pedestrian footpaths as a matter of priority please? I walk a lot in this area and feel more at risk from cyclists than cars. Will you enforce that cyclists have to respect all proposed speed limits as the potential for them to cause havoc is a real possibility in this situation as noted by cyclists themselves on a biking website I came across recently. Can you also do something to enforce the one way roads in Nether Edge such Machon Bank Road where cars, vans and very often cyclists (the latter I see on a daily basis) drive up this road against the direction of the one way traffic. How this has never caused an accident is beyond me, especially as this road is often used as a rat run to avoid traffic on Osbourne Rd.

I see you've extended the so-called "child safety zone" along Brincliffe Edge and down Nether Edge Roads without consulting our neighbourhood as well. Why was this deemed necessary? The whole notion of a child safety zone (where there are no schools) as such is ridiculous given that children have never played out on the roads around this current area in all the 25 years I've lived here and that is because middle class children do not play out in the roads, not because of the worrying volume of traffic, which to be fair is incredibly light in our area at most times of the day. However in areas where children do play out you are proposing to leave the current speed limits which does strike me as ridiculous and callous. Lower Nether Edge (below Montgomery Rd) is screaming out for 20 mph restrictions imho you should start there and not above Montgomery Rd if you have to test this out in this part of the city.

Having experienced 20mph zones in the town of my birth (Southport) everyone I know there hates them, which is regularly reported in their local press etc. I have been told and have experienced that many people often ignore these speed reductions and the council is derided for imposing this on drivers. Similarly the Welsh Government are realising the errors of their ways and looking to backtrack on these ridiculous 20 mph schemes. Please do not waste money and our lives by imposing this on us.

I am sure you will be no doubt aware that the people of Nether Edge did not like SCC removing our access to Archer Lane and you had to back down from restricting access to Union Rd and Nether Edge Rd before you even began on those active neighbourhood schemes. We hated the tree destruction in our areas as well and voiced (and voted) our displeasure on both occasions - why are we always the guinea pigs for the city?

comfortable allowing them, to play on the roads, or use them to access parks and amenities, if they are perceived to be safer.

- The Council's 20mph speed limit strategy aims to install a 20mph speed limit on all suitable residential roads. Accident data is the way in which we prioritise the areas to be installed but as we work down the list, there will be inevitably areas with few or no accidents reported.
- 20mph limits are gradually being introduced in other areas of the city, and any regions with particularly high accident rates will have been considered already.
- The regions below Montgomery Road are already 20mph zones (separated by Sheldon Road).
- Significantly more expressions of support for scheme have been received than objections at this stage. Moreover, survey data was recently gathered for a variety of case studies across the country (Atkins, AECOM, Maher. 2018), finding that 75% of all residents (drivers and non-drivers) were in favour of a 20mph limit post-implementation, while in neighbouring areas only 44% of drivers were in favour. This may suggest that support for the scheme will only increase after it is implemented.

	<p>Incidentally, why does this side of town always have to host the half marathon and the sky ride - why not give other parts of the city the joys of hosting these events on a more equitable basis? Other areas of the city must feel neglected as all events have to go to Ecclesall Road and surrounding areas etc</p> <p>I think creating a scheme that will not be policed is a huge waste of money and utterly unnecessary. Perhaps you could spend your time lobbying the government into giving you more money for the Police Force to enforce the current speed limits rather than jumping on Boris Johnson's badly thought out schemes?</p>	
20	<p>Whilst I agree to some of the roads being 20mph (such as Rundel Road), I object to the following</p> <p>Psalter Lane Machon Bank Road Montgomery Road Sheldon Road</p> <p>The reason being I do not believe these will be beneficial, and rather hindering.</p>	<ul style="list-style-type: none"> - Only roads with average traffic speeds below 27mph are considered for the scheme, with roads running between 24 and 27mph considered on a case-by-case basis using DfT guidelines. This approach ensures that the flow of vehicle traffic will not be greatly impeded on main roads but promotes a safer environment on roads frequently used by pedestrians and cyclists.
21	<p>I live on Psalter Lane.</p> <p>I have read your proposals and FAQ and used Crash Map as you suggested, and I do not see a justification for the extension of the 20 mph limit to Brincliffe.</p> <p>So, I object to the proposal of a blanket imposition of the 20 mph limit.</p>	<ul style="list-style-type: none"> - CrashMap shows a number of accidents in the area over the last 5 years. Opinion may differ on the severity and frequency of accidents required to warrant a reduced speed limit. We should not undervalue, however, the perception of greater safety, and the peace of mind offered to pedestrians and cyclists by traffic speeds with less potential to seriously injure or cause fatality in the event of a collision. The Council's 20mph speed limit strategy aims to install a 20mph speed limit on all suitable residential roads. Accident data is the way in which we prioritise the areas to be installed but as we work down the list, there will be inevitably areas with few or no accidents reported.
22	<p>Regarding the above proposal, we have no objection to the Brincliffe 20mph speed limit but we feel it will prove to be a blunt instrument in effectively calming traffic in some areas, our included.</p> <p>We live on Sharrow Lane, between the Wolstenholme Road/Sharrow Lane traffic lights and Sharrow Head roundabout. This stretch of straight and relatively wide road is regularly used as a race track by some drivers, with cars accelerating rapidly to 50/60 mph before reaching the top of Sharrow Lane. On a recent occasion we experienced a fleet of 4 or 5 sports cars taking it in turns to race up and down the road for over an hour. This episode was reported to police.</p>	<p>A recent speed survey carried out over a week on Sharrow Lane has indicated a very marginal number of vehicles travelling at speeds greatly in excess of the speed limit, i.e. 0.06% of vehicles were recorded at speeds greater than 50mph. These are instances of reckless driving, which should indeed be reported to the police. It is reasonable to expect little to no change in this behaviour as a result of the scheme, however it is very much the exception. It is hoped that the 20mph</p>

	<p>It stands to reason that if some drivers are already flaunting the 30mph speed limit in this way, lowering it to 20mph will have no effect on their behaviour given that the police have already said that they don't have the resources to police it.</p> <p>We badly need speed bumps on this stretch of road. Having brought up two children, and now two grandchildren, here we have lived with the fear of serious injury to our children and others for too long.</p> <p>In closing we note that the traffic calming measures which have been in place on Carterknowle Road for some years have proved to be very effective in keeping traffic within the speed limit there. We can't imagine it would strain the public purse enormously to put a bit of tarmac and some yellow paint on Sharrow Lane and it would be very much welcomed by the people living here.</p>	<p>limit will encourage safer behaviour in drivers who already comply with the speed limit. If police enforcement is not sufficient to prevent instances of reckless driving, then it may become appropriate to introduce traffic calming measures in the future.</p>
23	<p>I live on Psalter Lane which appears to be within the proposed area.</p> <p>Out of rush hours and in the evenings the stretch of Psalter Lane between the roundabout and the Junction Road lights is regularly used by high-speed vehicles driving well in excess of the existing 30mph limit.</p> <p>Without any enforcement or speed reduction measures the 20-mph proposal would be worthless.</p>	<ul style="list-style-type: none"> - The 20mph speed limit is not intended to address instances of reckless driving far in excess of the speed limit, which should be reported to the police. These instances form a very marginal minority of the traffic observed on these roads, according to recent speed surveys on Psalter Lane. It is anticipated that the limit will prompt drivers who already comply with the 30mph speed limit to lower their speed in residential areas, thus improving safety for other road users.
24	<p>I would like to register my objection to the proposed 20mph Speed limit Area.</p> <p>I provide the following evidence for your consideration that supports my decision:</p> <p>1. Affect on Air quality As you state there will be 'no net impact on exhaust emissions' as a result I argue that a more effective solution should be sought that does reduce exhaust emissions. For example, the challenge remains to 'change driver behaviour and attitude' (Atkins, AECOM, Maher, 2018, 20mph Reseach Study, GOV UK page 63)</p> <p>2. Congestion I disagree with your claim that journey times will not be increased. A simple calculation of travelling from A to B would indicate this to you. Indeed, 'journey times are estimated to have increased by 3% in residential areas and 5% in city centre areas' (Atkins, AECOM, Maher, 2018, 20mph Reseach Study, GOV UK page52). Consideration should be made for individuals who spend a significant proportion of their day on the roads e.g. all construction workers and trades including Sheffield Repairs and Maintenance service workers, taxi drivers and delivery drivers. All experience significant issues</p>	<ul style="list-style-type: none"> - We aren't aware of any alternative approaches at a comparable cost that would reduce emissions. Note that particulate emissions are thought to be reduced. - We do not claim that journey times will not be increased, however an increase of 3% (in this case, since the scheme area is suburban) translates to an increase of less than half a minute over a five-mile (roughly 14 minute) journey, which does not represent a major obstruction to car travel. - The police have indicated that 20mph limit areas will not be subject to routine pre-planned enforcement. Consequently, the scheme relies on a broader attitudinal change in drivers, and an acceptance that 20mph is an appropriate speed in residential areas. - The study cited by the RAC article named by the recipient (Hunter, Cleland, Busby, et al., <i>J Epidemiol Community Health</i>, 77, 17-25. 2023) acknowledges its statistical analysis to be very

to demands placed upon them. This could adversely affect their well-being.

3. Enforcement

As you should or might not be aware, the Police are the only group who are able to enforce speed limits. There have been 'a small number of interventions only' (Atkins, AECOM, Maher, 2018, 20mph Reseach Study, GOV UK page 39). This leads to non-compliance with your proposal.

4. Safety

You have decided not to produce any evidence related to accidents and/or related statistics in relation to the proposal. Therefore, I conclude and concur with the following quote 'Our findings showed that.. a ..20mph intervention had little impact on long-term outcomes including road traffic collisions, casualties and speed, except for a reduction in traffic volume' (RAC 'Do 20mph speed limits reduce the number of car crashes and casualties?' Do 20mph speed limits reduce the number of car crashes and casualties? | RAC Drive) This is crucial because this is stated as one of your main reasons for implementing the scheme. Furthermore, ' The most common contributory factors .. Driver failed to look properly (37%) and Pedestrian failed to look properly (17%) ' (Atkins, AECOM, Maher, 2018, 20mph Reseach Study, GOV UK page 45). There is no mention of and also no alluding to speed being a factor.

5. 'Why isn't the money being spent on other issues in my area such as potholes and repairs?' I have a firm grasp and understanding of how schemes are funded and budgets. Regardless of where the funding for this scheme comes from I believe it is not cost effective. You state that funding will be from 'Central Government'. I argue that the scheme should not go ahead and it would be prudent to propose, research and then fund an alternative 'new highway scheme/s' (your words not mine) which help us on our journey to net zero, encourage collaboration, lead to a sustainable future and involve communities, actively involve stakeholders and place people at the heart of a suitable proposal.

Therefore, I conclude that the proposal is hastily compiled and has not been given the thought and diligence that is required. Your proposal will not lead to good quality and long lasting outcomes.

I believe a shift in driver attitude and behaviour is required. Making areas and communities visually appealing is also very important. I believe that a 'blanket 20mph zone or zones' is short sighted. If real changes and differences are desired then there are a whole manner of infrastructure adaptations that need careful consideration such as gateway treatments, various narrowings, chicanes, rumble strips and optical markings amongst others. In addition, these adaptations require little enforcement as they are purpose built. They would also yield more effective results for the longer term.

limited due to the number of confounding factors in the study areas considered. It indicates a reduction of 15% in casualty rates after 3 years in the intervention site but concludes that the difference between control and intervention sites is statistically insignificant. This does not imply that the result was not due to the introduction of a 20mph zone, only that the study was unable to confirm this.

Ultimately, the evidence base for the impact of 20mph zones is still very small, and studies of this nature offer too much room for interpretation to be helpful in guiding policy decisions.

- CrashMap shows a number of accidents in the area over the last 5 years. Opinion may differ on the severity and frequency of accidents required to warrant a reduced speed limit. We should not undervalue, however, the perception of greater safety, and the peace of mind offered to pedestrians and cyclists by traffic speeds with less potential to seriously injure or cause fatality in the event of a collision. The Council's 20mph speed limit strategy aims to install a 20mph speed limit on all suitable residential roads. Accident data is the way in which we prioritise the areas to be installed but as we work down the list, there will be inevitably areas with few or no accidents reported.

	Indeed, they would definitely reduce the costs of extensive signage that your proposal includes.	
25	<p>I wish to object to introduction of 20 mph zone in Brincliffe. My reasons for objection:</p> <ul style="list-style-type: none"> * There is no need in the first place. From 13 years in living in the area , I very rarely witness vehicles speeding and I have never witnesses any traffic accident. In fact numerous driver school vehicles use the roads in Brincliffe because the traffic is normally very calm and the roads are very safe. * There are already localised 20 mph speed limits on roads near schools * Unnecessary expenditure for no benefit to residents such as myself 	<ul style="list-style-type: none"> - The reason for the introduction of 20mph speed limits on residential roads is discussed in the report. - Accident data is used to compile the list to prioritise the installation of these schemes, however as we have committee to install 20mph speed limit on all residential roads, we will inevitably install the limit in areas with few accidents as we work down this list.
26	<p>Whilst in principle I can support most of the proposals I object to the inclusion of the following main thoroughfares:</p> <p>Psalter Lane Wolstenholme Road Montgomery Road (to the roundabout at the junction with Rundle Rd.) Chelsea Road Osborne Road</p> <p>I do not believe that a case has been made out either on safety grounds or environmental grounds for the restrictions on these routes.</p> <p>However, I do support the application to impose a 20mph limit on all side roads off the above mentioned roads is supported on safety grounds.</p>	<p>C class roads can be included in a “sign only” 20mph scheme if the meet the criteria for inclusion. Speed surveys were carried out on all C class roads in the area and all average speeds recorded were under 27mph which meets the criteria for their inclusion and this is why they are proposed to be in the scheme.</p>

Brincliffe 20mph Zone — Support

#	Support
1	Thank you for involving me in the consultation for the Brincliffe 20mph zone. I strongly support the new 20mph zone. However please completely minimise alterations to the infrastructure such as restricting junctions by extending pavements. This reduces costs, pollution and the evolution of climate change cases.
2	Just wanted to say brilliant. As a resident I absolutely support the proposal.
3	<p>Thank you for your information on the planned 20mph area for Nether Edge. I am writing to express my support for this proposal. Excessive speed is not common in the residential area, but there are some sections of road where speeding (even above the existing 30 mph limit) is common: this is where enforcement (or traffic management infrastructure) will be needed. A particularly bad section is Cherry Tree Road, where drivers turning from the congested westbound Psalter Lane put their foot down before they enter a number of rat runs.</p> <p>The area's roads also need resurfacing - much more radical than filling a few potholes. Ironically, the state of some of them is the only effective limit that we currently have.</p>
4	<p>I am writing to register my support for the proposed 20 mph speed limit area as shown on your circular delivered to our house.</p> <p>Many roads in Nether Edge are desperate for speed restrictions including my own road, Barkers Road, which regularly experience cars and motorbikes travelling at 40 - 50 mph.</p> <p>However, I do have some concern about reducing the speed limit on some of the main artery roads such as Psalter Lane. I feel that this will frustrate drivers and will be very difficult to enforce. I have some experience of driving in Wales since their 20 mph limit was introduced to all previous 30 mph areas and this has not worked and has received increased objections from drivers. I therefore suggest that you think carefully about the extent of the 20 mph zone and consider the main artery roads as an exception.</p>
5	I live on Thornsett Road and would just like to register my strong support for the 20mph speed limit area proposal. I would also support additional traffic calming measures were they to be proposed in the future.

	As a pedestrian, runner & cyclist it will make me feel safer and as a resident it will certainly make the area quieter and more peaceful.
6	<p>As a resident within the proposed area of the 20mph area (Kenwood Park Road) I am very much in favour of this speed limit change. I see so many people speeding (in particularly along Montgomery Road, I hope to see the possibility of traffic calming also being put in place along that road in the future, speed bumps or narrowing of the road at certain points) and so many young children, families in this area that are at risk from this that the change I believe would be beneficial and I have no issues with having to drive at that speed.</p> <p>I sincerely hope that this scheme does happen and fully support the council.</p>
7	I have received your communications for the above proposal and I wholeheartedly support your proposal. I believe the proposal will reduce the motoring collisions and most people including elders and children will feel safe.
8	<p>I am a resident living inside the proposed Brincliffe 20mph speed limit area. I am writing to express my support for this proposal.</p> <p>I live on Violet Bank Road with my family, including my 6 year old son who goes to Nether Edge Primary School. I often see dangerous driving in the local area and am extremely concerned about road safety, particularly in relation to my son. On this basis I welcome the proposed 20mph speed limit, in the hope that it will calm road traffic and reduce accidents.</p> <p>My only wish is that the 20mph speed limit area included Nether Edge Primary School, so that my son's journey to and from school would be covered.</p>
9	<p>You have our full support.</p> <p>If only we could put an end to cars reaching high speeds along the very straight Montgomery Road.</p>
10	<p>Thank you for your letter of 6th June detailing the proposal for an extended 20mph speed area.</p> <p>As a resident of Lyndhurst Road I am STRONGLY IN SUPPORT of this proposal, for all the reasons laid out in your letter.</p> <p>I agree with the need to shift driver attitude. The straight parts of Lyndhurst Road and Osborne Road, currently limited to 30mph, are subject to cars speeding in excess of 60mph, despite there being hospital departments on both these otherwise residential streets. A signed 20mph limit can only help to reduce this selfish and frightening behaviour.</p> <p>Over the years I have driven in London extensively, and the introduction of 20mph zones there has made driving a much more pleasant and less stressful experience. Journey times have not increased, and traffic flow subjectively feels better. I am sure that this would ensue in the Brincliffe area too. 20mph is an appropriate speed for urban areas.</p>
11	<p>I am a resident of -- Chelsea rd, Sheffield.</p> <p>I write this to strongly support the proposal of a 20mph area in Brincliffe.</p>
12	The proposed 20mph speed limit area for Brincliffe (and Nether Edge) is a really good idea and it would be good to get it done as soon as possible. It would also be useful to add some cameras though, as some drivers do ignore speed limits.

13	I am writing just to register my support for the proposal to change the speed limit to 20mph in Brincliffe.
14	<p>I write in 100% support for the proposed Brincliffe 20 mph speed limit.</p> <p>I am a resident, cyclist, pedestrian and car owner and live on Hunter House Road -- which joins Psalter Lane just before the corner at the apex of the hill.</p> <p>Speeding traffic is a huge problem on Psalter Lane: especially on :</p> <ul style="list-style-type: none"> * the downhill stretch heading into town from Brincliffe Hill towards the (former) Psalter Tavern. This is a narrow stretch by virtue of parked cars, but nevertheless many vehicles regularly travel down it at speeds dangerous to other drivers, cyclists and pedestrians. * From the lights on Kingfield Road towards Banner Cross traffic lights. <p>The dangers this creates are;</p> <ul style="list-style-type: none"> * Pulling out of Hunter House Road, cars come up the hill often at great speeds. This along with cars approaching from the corner at the apex of the hill, again often at great speeds makes this a dangerous junction. It is too dangerous to pull out on my bicycle and crossing the road on foot often feels like taking your life into your own hands. * Cycling up the hill from the lights on Kingfield Road feels unsafe especially where the road narrows towards the apex of the hill. As the road gets steeper at this point, most cyclists slow down. Cars speeding past especially when not giving cyclists sufficient space feels very dangerous. The danger increases when turning right into my road as I also then have to face cars coming down the hill at speed from around the blind corner. <p>The pavement on the east side of Psalter Lane is very narrow and I do not feel safe walking on it. I always cross the road, to use the wider pavement to reduce the risk of being mown down by a speeding lorry/car losing control.</p> <p>The temporary pedestrian crossing on Psalter Lane, is useful; yet alas, has little or no effect when the lights are green (which is most of the time). An enforced 20mph speed limit is therefore essential in my view, especially because of:</p> <ul style="list-style-type: none"> * the narrow pavements, * the popular Constance Grant's Dance School (regularly a hive of activity with children arriving and departing * The dangerous junctions with Hunter House Road, Roach Road and Stretton Road. <p>It would be ideal if the new speed limits could be backed up with speed cameras - fining infringers.</p> <p>In my opinion (as a driver, cyclist, pedestrian and resident) that the whole area covered by the proposed scheme in Brincliffe would benefit from the introduction of a 20 mph speed limit, for safety and environmental reasons also reducing noise pollution;</p>
15	<p>I am emailing to express my support for the proposed 20mph zone. As a resident of Brincliffe who regularly cycles and walks to local amenities, work and school with my children, I believe that a lower speed limit will make the streets feel safer for us as more vulnerable road users. It is also more likely to encourage us to make more of our short journeys by foot/bike than we currently do.</p> <p>This change cannot come soon enough.</p>
16	I am emailing in support of the proposed 20mph speed limit area in Brincliffe as the homeowner at -- Machon Bank Road.
17	<p>A quick note to add my voice to support for a 20mph zone in nether edge. Plenty of people speed around these residential streets and any attempts to slow them down would be welcome. It will add minimal time to people's journeys and provide a safer, more pleasant environment for pedestrians, cyclists and residents alike. My only concern is how it will be enforced.</p> <p>Another suggestion that I feel worthy of consideration would making Brincliffe Edge Rd one way. I don't have a preference for which way, I don't feel it really matters. This would aid</p>

	<p>flow along the road which has some fairly narrow sections which, combined with parked cars, can make passing quite difficult.</p>
18	<p>I am writing to offer my strong support for the 20mph zone proposed in Brincliffe. I am a resident of Kenwood Avenue (just off Montgomery road), and it will greatly enhance the experience of walking/cycling around my neighborhood, which I do frequently with my young children. There is no need to drive at 30mpjh on residential streets away from main arterial roads. I have frequently wondered why there is a lack of 20mph zones in Sheffield, which are common in most other towns and cities, so I am pleased to see Sheffield is making progress with this.</p>
19	<p>I am writing in support of your proposal for a 20mph zone in the area of Sheffield where I live. My address is Shirle Hill, -- and is at the heart of the proposed area. I welcome the proposed speed restriction.</p> <p>Many a time on Sunday afternoons there have been joy riders going at high speed along Cherry Tree Road - the road is seen as an easy place to pick up speed and while a 20mph restriction will not stop those already breaking speed limits, it serves as a warning that there are families and children around and caution is needed and will help to normalise a slower and safer speed.</p> <p>The junction from Cherry Tree Road onto Psalter Lane is extremely difficult - we have to emerge from Cherry Tree Rd slowly with great caution in order to have enough site of the road to judge a car speed and ensure the road is clear enough to turn into. Knowing the traffic is reduced to 20mph will help a little, though visibility remains an issue.</p> <p>Just the day before yesterday there was a crash on Cherry Tree Road where a driver had to swerve to avoid hitting a fox and crashed into a parked car, so slower speeds are essential.</p> <p>But more importantly than any of the above is the impact of petrol and diesel cars on our air quality. I am greatly concerned about the future for our children and I know that a 20mph speed restriction can have enormous benefits on our quality and subsequent consequences for respiratory health. I recall many earlier discussions, sadly never implemented, to improve air quality for children living in Tinsley by reducing motorway speed to 20mph for that short section of the M1.</p>
20	<p>I am so pleased that you are proposing to extend the 20 mile an hour scheme. I have thought for some time that it needs doing and have watched as other areas get the scheme.</p> <p>I often walk or drive down Montgomery Road and would be really pleased for the speed limit to be reduced to 20 miles an hour. It is a hard road to cross at times and some traffic goes very fast. It is a good route for cyclists to use to get into town and it needs to be a safer route.</p> <p>Similarly with the Psalter Lane 20 mph proposal. And all the roads in between!</p>
21	<p>I've read that you are receiving some negative feedback on the further rollout of 20mph zones.</p> <p>I'm therefore writing to offer my full support for the further and faster rollout of 20mph zones across the city, in accordance with your 20MPH Speed Limit Strategy.</p> <p>The voices of dissent may be loud and persistent, but they are a tiny percentage of the city's population. To slow down or reverse any measures that seek to increase the safety of the city's residents as a whole would be unforgiveable.</p> <p>I understand you have spent a lot of time and effort in deciding how best to achieve the 20mph strategy, and would like to thank you for your efforts to make our streets safer, particularly when I'm sure you receive a number of less-than-supportive feedback!</p>
22	<p>I am writing in support of the proposed 20mph Speed Limit Area in Brincliffe.</p>

	<p>The Brincliffe area is residential but has some roads such as Psalter Lane, Machon Bank Road, Barkers Road/Osborne Road/St Andrews Road/Kingfield Road that serve as through-routes for motor traffic between Abbeydale Road (A621) and Eccleshall Road (A625). These routes are both heavily trafficked at peak periods and affected by inappropriate speeds at quieter times. It is not clear from the paper plans distributed to residents where the signed areas will be and whether these principal routes will specifically be designated as 20mph roads - if this is not the case then use of enforcement means such as periodic use of reactive 'your speed' devices should be considered to inform behavioural change.</p> <p>The residential roads off these principal routes would certainly benefit from a 20mph limit. On-street parking on these roads - and indeed throughout Brincliffe - contributes to congestion at peak times and presents hazards to pedestrians through poor parking and use of pavements/footways. As well as reducing traffic speeds through the proposed 20mph Speed Limit Area, I would urge the City Council to consider increased enforcement of parking byelaws and use of controlled parking areas - including marked parking bays - to address this problem.</p> <p>In making these comments I am fully aware of the financial pressures faced by both the City Council and South Yorkshire Police, and I fully support the use of 'sign only' 20mph Speed Limit Areas in residential areas as an important step in effecting behavioural change. I do not consider that speed humps and other traffic calming measures are required to achieve this, however funding for targeted direct enforcement campaigns and educational measures should be pursued where necessary to support successful implementation of the speed limits.</p>
23	<p>I'm very happy to see the 20mph zone proposed for the Nether Edge and Brincliffe Edge area. It's vital to safe-guard children walking to the five schools in the area, especially during the winter months when many, especially the Mercia students, are walking home in the dark.</p> <p>I believe there is also a crossing proposed for Abbeydale Rd at the Bannerdale Rd/Archer Rd junction which is very much needed as soon as possible.</p> <p>I'm wondering how these new traffic restrictions can be enforced? Unfortunately although some drivers take notice, many do not.</p> <p>Many thanks for this excellent proposal.</p>
24	<p>I would like to register my support for a 20 mph speed limit in the Brincliffe area.</p>
25	<p>I wanted to put my support on record for the introduction of the 20mph zone. We've lived in this area for over a decade and welcome any interventions that will make it safer for pedestrians. My children frequently walk and have to cross Osborne and Psalter lane which cars fly down at unsafe speeds.</p>
26	<p>I totally support your proposal as cars frequently speed at 50/60 miles per hour on Sharrow Lane</p>
27	<p>I live at -- Montgomery Rd or as some idiots liken it to Santa Pod, Nether Edge. I am very much in favour of this proposal. Even some occasional enforcement would also be welcome.</p>
28	<p>I do not subscribe to the need for the blanket adoption of 20mph limits in the area nor the dubious conclusions reached by Imperial College. I suspect they were funded by TFL to support the latter's ULEZ. Any research can be tailored to suit the needs of the promoter. It would seem the motorist is enemy number one when better policing of those who exceed current limits or drive dangerously would be a better solution. It does beg the question how the reduced limit will be policed or will it be used as a cash cow.</p> <p>Applying the lower limit in Psalter Lane seems unduly restrictive and will arguably lead to more fuel consumption. Buses take longer to get up to speed and distances between their stops do limit their speed but that does not apply to cars.</p>

	<p>As for the rest of the roads, 20 mph is too fast as the potholed surfaces in some make even 20mph hazardous for vehicles, and other road users. Kenwood Rd which I reside in and is in diabolical condition restricts me to no more than 10mph due to potential damage to my vehicle. So for me the 20mph limit will have little impact.</p> <p>So in conclusion, I have no issues with most of the reduction but seriously question the need for Psalter Lane to be reduced.</p>
29	<p>I would like to register my support for the proposed 20mph zone in Brincliffe. I feel that the positive benefits in terms of increased pedestrian and cyclist safety and encouraging people to use alternative means of transport will significantly outweigh any disadvantages.</p> <p>As a local area resident (Bluecoat Rise) I would welcome this in my local area, but equally support expanding to other residential areas of the city.</p>
30	<p>As a car driver, cyclist and pedestrian I am writing to register my strong support to the proposal to reduce the speed limit in Brincliffe.</p> <p>I hope that the areas covered by this policy can be extended city wide asap. I moved to Sheffield a few years ago from Bristol where a city wide scheme has been in place for some time and where the benefits are clear.</p> <p>The provision for cyclists in Sheffield is truly appalling and the danger from speeding motorists is very real ,and so I hope that this provision will help improve safety and encourage more people to cycle - my experience in Bristol is that the greater number of cyclists there are on the road the safer they are compared to the 'lone' cyclist (Not sure how you deal with the 'boy racers' -which seems to be a plague in this city -though)</p> <p>Talking of road safety generally it would be good to see the council tackle the scourge of SUVs whose bonnet design causes serious injuries in a crash with pedestrians or cyclists (never mind their environmental impact).</p>
31	<p>Many thanks for your letter of 6th June outlining the proposed 20mph Speed limit area. We are residents living on Psalter Lane which is included in this proposed new scheme. We fully support this proposal.</p> <p>The volume of traffic, vehicle speed and traffic congestion have all increased significantly over the years we have been living here - as a consequence we have experienced increases in noise and air pollution and a significant decrease in road and pedestrian safety. This heritage tree-lined road is home to a lot of families, older, vulnerable and infirm children and adults (including users of Southcroft, the Salvation Army, St Andrews Church, the Goldiggers Trust, and local nurseries and schools). We welcome any proposal to reduce speeding, traffic volume and congestion on this road and others in the proposed scheme. We do have a couple of suggestions/concerns in addition to our overall support.</p> <ul style="list-style-type: none"> * The top end of Sharrow Vale Road should be included in the scheme - we do not understand the rationale for omitting this section of the road from the pre-existing and the proposed new 20mph zone area. * There is a strong case for Cemetery Road to also be included in the scheme - although we understand that would mean including the side roads between Cemetery Road and Sharrow Lane. Having all entry points on to the Sharrowhead roundabout within the 20mph area seems essential. * Road safety for everyone and especially school children and families crossing these main roads everyday is paramount. We have no demarcated crossings the length of Psalter Lane, Cemetery Road and most of Sharrow Vale Road apart from the traffic lights at the end of these roads and islands on the very busy and dangerous Sharrowhead roundabout. I urge the council to consider installing proper crossings eg zebra crossings at least two in Psalter Lane and one on Cemetery and Sharrowvale Roads. This would also help ensure drivers keep to the 20mph limits. * There are currently two significant points of congestion on Cemetery Road/Psalter Lane that could potentially be improved with the inclusion of filter lights - for right turning at the Psalter Lane/Cowlshaw Road/Kingfield Road lights and at the Cemetery Road/Washington

	<p>Road/Summerfield Street lights.</p> <p>* We understand that this proposal focuses on changing attitudes of drivers within residential areas - and it feels like an important start. However we are obviously concerned that there will be no speed monitoring or policing within the new zone. Having some sort of speed alert and/or camera installed on the main roads within the scheme (eg Psalter Lane!), in addition to 20mph signs, may provide an additional alert for drivers to keep within the speed limit. We have relatives who live on Crookesmoor Road - which has been in an unmonitored 20mph zone for sometime - they and 3 of their neighbours have had cars written off and badly damaged as a result of people speeding on the road. So ideally a speed camera would be most helpful for ensuring drivers stay within the speed limit and can be prosecuted if they don't (like the one at the top of Ecclesall Road South).</p> <p>Many thanks for the work you are doing on this. We hope you will give serious consideration to our support and the further points raised.</p>
32	<p>I wish to register support for this proposal.</p> <p>I would add that introducing legislation to prevent parking on pavements would also improve safety in the same area.</p>
33	<p>I support the proposed 20mph speed limit in Brincliffe</p>
34	<p>We are in full support of the proposed 20mph speed limit area in Brincliffe. We are a family with 2 young children and live on Rundle Road and we find that the road is often used like a racetrack. It worries us to let the children play outside. We would love for the street to have speed bumps in the future, but welcome the proposed 20mph speed limit as a first step in the right direction.</p>
35	<p>I would like to submit my comments as part of the consultation on the proposed Brincliffe 20MPH zone, please.</p> <p>I support the proposal, however as a resident of Sheldon Road I would like to see it extended down Sheldon Road to the junction with Abbeydale Road. This would include the crossroads of Sheldon Road and Sandford Grove Road which is a dangerous crossing, with many children crossing it to get to Nether Edge Primary School. There is already a yellow box junction which is largely ignored by standing traffic (and our lollipop man, --, seems to have disappeared?) When traffic does move across that crossroads it often moves very fast - either with people accelerating hard up the hill from Abbeydale Road, or with people racing down to try to make it through the lights.</p> <p>Outside of school and rush hours, Sheldon Road is often visited by 'boy racers'; whose modified cars make a lot of noise, often late at night. This brings me to my second point, which is that the new 20MPH zone must be effectively enforced. There are already plenty of people who regard the current 30MPH limit as optional, so changing this to 20MPH will make little difference without enforcement, speedbumps etc.</p> <p>I hope that you take my comments on board. As a parent of young children I do worry about the amount and speed of traffic on our road, and the impact that has on air quality, so anything that can be done to improve that would be brilliant.</p>
36	<p>Thank you for your letter. I cannot encourage this proposal enough and fully support the suggestion.</p> <p>Aside from the risks and improvements you mention, we have had issues with people speeding, using the long straight Rutland road, Montgomery Road and Psalter Lane streets like race tracks, and the large open space of Kenwood roundabout to perform skidding turns and revving and antisocial behaviour. I believe it's more than one car doing this as one has one of those artificially loud engines and at least one more does not.</p> <p>I have called the police several times and it still happens frequently.</p> <p>Would you have any information on enforcement of the speed limits, or</p>

	<p>deterrants like speed bumps or those staggered single lane obstructions that force drivers into a short section in the oncoming lane?</p>
<p>37</p>	<p>I am a resident of Brincliffe. I am writing to support the proposed 20 mph speed limit in its entirety. I write on my own behalf and that of my 10-year-old son.</p> <p>I cycle around our local area with my 10-year-old to school, swimming, music lessons, the shops and the park. We cycle nearly every day. Despite him being a competent and confident rider, the rides are often hair raising when we are overtaken at speed or face fast oncoming traffic coming the other way. 20mph would make a huge difference to how safe we feel when traffic passes us. An accident at 30mph would cause serious injury/fatality. 20mph would not only make accidents less likely but reduce the chance of death or serious injury to our most vulnerable road users.</p> <p>We also walk around the area. There are a number of flared junctions and narrow pavements where it feels particularly unsafe close to fast moving traffic. Having waited at a number of bus stops on Psalter Lane, passing traffic at 30mph can be alarming, noisy and unpleasant.</p> <p>The volume of parked cars lining Brincliffe's roads means that the width of the road is often compromised which means that visibility is compromised pulling in and out of junctions. Drivers routinely drive too fast for the conditions which puts pedestrians and cyclists at risk. In large parts of Brincliffe, either traffic or the road layout (narrow road, parked cars) means that traffic cannot safely do over 20mph. Every day we see near misses and/or altercations caused by people driving too fast for the road layout/conditions. Walking often feels unsafe or unpleasant. A 20mph will set expectations and the majority of drivers will comply, though enforcement would still be desirable.</p> <p>It is much better to have a universal 20mph throughout the area rather than certain roads, as this provides clarity for drivers. If it is the odd road/s, drivers are more likely not to comply.</p> <p>A universal 20mph zone means that traffic speed will be more constant, rather than having faster parts and then slower roads where traffic will concertina, I believe that 20mph will keep traffic moving better at busier times of day.</p> <p>Brincliffe is a residential area, with children travelling to schools & nurseries across and outside of the area on foot or by bike – Hunters Bar, Sharrow, Abbeydale, Greystones, Clifford, High Storrs, Mercia. There are also many houses and flats . 20mph provides a better and safer environment for living and active travel.</p> <p>Finally, I fully anticipate that there will be a number of objections to the proposal. These will undoubtedly be from drivers who are convinced that their journey time will be unfairly lengthened. Research suggests that increased journey times are negligible. Further, I would ask the committee to consider whether objections come from local residents or drivers from outside of the area passing through. I would argue that the views and preferences of the people who live in the area should not come second to those passing through.</p> <p>I urge the committee to consider its duties under the Equality Act 2010 and further to give consideration to children and young people who do not drive and are most prejudiced by speeding traffic. Making Brincliffe a 20-mph zone will encourage families to walk, wheel and ride to school, will enable them to travel independently because it is safer and support the council's vision for zero road casualties. It will also make our neighbourhoods more pleasant to live in and move around.</p> <p>In short, I support the proposed 20mph zone. I urge the council and transport committee to stand behind its proposal which represents a rational and welcome way forward in an area where parked cars and ever larger vehicles present an increased level of hazards both to cyclists and pedestrians. We should not be led by the demands of drivers but by the needs of the most vulnerable road users - 20mph will cause a negligible impact on journey time for drivers but could be the difference between life and death for a person walking or cycling.</p>
<p>38</p>	<p>I live in Nether Edge, and I am emailing to register my support for your scheme to include Brincliffe in the area of streets covered by the 20 mph speed limit.</p>
<p>39</p>	<p>I am strongly in favour of this scheme. I live on Barkers Rd and am regularly and frequently very concerned by speeding cars on this road. Many of whom are certainly travelling faster than is safe, and very likely exceeding the 30mph limit.</p>

	<p>My only concern is the lack of enforcement. I do appreciate the police have many other priorities but would it be possible to have a lit up sign making drivers aware when they are exceeding the new 20mph limit?</p> <p>This is a residential road and a 20mph limit will make it more pleasant and provide a safer environment for all of us, particularly children, older less mobile people and animals.</p>
40	<p>I live on Brincliffe Hill and have received notification of the 20mph speed limit proposed for surrounding area.</p> <p>This is a fantastic initiative, people drive far too fast round here and sometimes it can be quite off putting when I'm walking my dog (which is often!)</p> <p>Please accept this email as my support for the proposal.</p>
41	<p>We support your plans strongly. The issue is to get them to have some effect, increasing over time.</p> <p>We were distressed when your active neighbourhood scheme in the area was scrapped due, we understand from rumour, to the extensive letter writing from those in favour of drivers from elsewhere than the neighbourhood. I am sure you will get similar howls of rage about these proposals.</p> <p>We very much hope you won't be swayed by them.</p>
42	<p>I would like to register my enthusiastic support for the scheme and to ask that appropriate enforcement measures are included. I am happy for this correspondence to be quoted and attributed as necessary.</p> <p>I live on Psalter lane and have a child who attends Hunters Bar. For 4 hours the road is congested and for the rest of the time the speeds vary between 30-60mph. It seems to be used as part of a night-time race course for antisocial drivers.</p> <p>One of our cats was hit on the road 5 years ago and died. Another was hit last year and fortunately survived with injuries as the driver was driving slowly and had anticipated the collision. Slowing traffic to 20mph can literally make the difference between life and death for people and pets.</p> <p>I have seen frequent near misses of pedestrians crossing at Bagshot/ Cherry tree junction, and from cars passing cyclists without appreciating the excess speed of oncoming traffic.</p> <p>20mph zone will not have any detrimental effect on overall traffic flow and indeed should make it smoother by reducing speed differential between junctions, roundabout and bus stops. The overall air quality in the region will improve which will have a positive impact on cardiorespiratory health.</p> <p>Having a 20mph enforced residential zone will improve safety, quality of life and overall traffic flow so should be supported, along with appropriate traffic calming measures and speed cameras.</p>
43	<p>I, --, reside at -- Chelsea Road, Nether Edge, --, and wish to express enthusiastic support for the proposed 20mph zone in Nether Edge. I believe the positive outcomes of said scheme to be incredibly beneficial and improve quality of life for residents of the area.</p>
44	<p>I am registering my support for this scheme.</p>
45	<p>I have no issue with the introduction of a 20mph limit on the majority of the roads in the Brincliffe proposal, as long as the signage is kept to a minimum. There is no need for the smaller signs mentioned, to be fixed to lamp posts.</p> <p>However I do believe that the main thoroughfares through the area (listed below), should remain at their current limits. This should encourage drivers to stick to the main roads, rather than using the smaller, 20 mph roads.</p> <p>Barker's Road</p>

	<p>Kingfield Road</p> <p>Machon Bank Road</p> <p>Montgomery Road</p> <p>Osborne Road</p> <p>Psalter Lane</p> <p>Sharrow Lane</p> <p>St Andrews Road</p> <p>Wostenholm Road</p>
46	<p>As a local resident I'm writing to express my full support for a 20 mph speed limit in nether edge. Absolutely no need for anyone to drive faster in this area and this limit is demonstrably better for the safety of our children and communities and the feel of our neighborhood.</p>
47	<p>After suffering a brain aneurysm in January 2016, I no longer drive.</p> <p>However I support your proposed scheme, in particular, in respect of disabled, people of a certain age and children. Sometimes when I see and hear cars racing at great speed for no reason, it concerns me greatly, of the potential consequences,</p>
48	<p>Please take this email as my full support for plans to change the Brincliffe area into a 20mph zone.</p> <p>The council should be doing everything they can to make active travel safer for local residents, especially vulnerable pedestrians.</p> <p>After the disappointing roll back of previous measures, something is definitely needed in this area to tackle the increase in drivers and pollution.</p> <p>I would hope these additional speed restrictions would be enforced as part of the rollout.</p>
49	<p>I absolutely support the proposed 20mph limit in the Brincliffe area.</p> <p>I'm a car driver and cyclist and this scheme is something I think we should get behind. I live on Kenbourne road and I'm pretty shocked at the speed people drive on Montgomery road.</p> <p>Anyway, great idea, let's do it!</p>
50	<p>I am in support of this proposal.</p> <p>I think that it is important to improve the safety and quality of the local area. A large number of children travel to local schools and the schools are rightly encouraging them to get them to take active transport options such as cycling and walking, this will help.</p>
51	<p>We support the proposal to limit the speed to 20 mph around Brincliffe.</p>
52	<p>I would like to wholeheartedly register my support for this proposal.</p> <p>Our residential roads have increasingly become main highways for reckless driving.</p> <p>I would like more deterrents and fear that since people are not even observing the current limits of 30mph, they may not bother about 20mph restrictions either!</p> <p>It's progress though.</p>
53	<p>As a cyclist with two children who cycle I support the proposal to make Nether Edge roads 20mph.</p>

54	<p>I fully support this scheme.</p> <p>Not only for safety reasons but also for noise reduction.</p>
55	<p>I would like to register my support for the proposal to introduce a 20mph speed limit to the Brincliffe area as detailed in correspondence sent to us on letter dated 6 June 2024.</p> <p>I agree the establishment of a lower speed limit throughout the area is better for the residents in terms of safety and reducing pollution (exhaust fumes and noise). As a resident who drives when necessary, it is not often we reach 30mph on many of the roads anyway due to being relatively narrow with many parked cars, and, of course, quite a number of potholes.</p>
56	<p>I am writing to say that my husband -- and I are in support of the proposed 20mph zone where we live, -- Kingfield Rd, Sheffield,--</p>
57	<p>I'm writing to register my support for the proposed 20 mph speed limit in the Brincliffe area.</p> <p>That's all, just welcome measures to improve safety on these roads when moving about with children.</p>
58	<p>Writing to inform you that I support the proposals.</p>
59	<p>I would like to express my overwhelming support for the scheme - and any extension of it in the city. It will improve the safety of pedestrians and cyclists and encourage more people to leave their cars at home.</p>
60	<p>As a resident of Osborne Road I am fully supportive of this proposal</p> <p>Too many people use Osborne Road as a cut through and drive excessively fast at all hours of the day, and I worry for pedestrians, pets and other road users.</p>
61	<p>I'm writing to register 4 person's support from -- kingfield Road, --, for the proposed 20 mph speed limit area, per your letter on 6th June 2024.</p> <p>We would even support further actions in the future such as speed bumps, since kingfield Road is often used by people speeding to gain access to Abbeydale Road.</p>
62	<p>I write in support of the proposed Brincliffe 20 mph speed limit.</p> <p>I am a resident and car owner at --Osborne Road --, within the proposed speed limit area.</p> <p>Osborne Road between Psalter Lane and Union Road is a relatively quiet street, but unfortunately this only seems to encourage drivers to speed along it, particularly as it is seen as a useful rat run.</p> <p>Speeding traffic is an even greater problem on Psalter Lane on the downhill stretch heading into town from Brincliffe Hill towards the (former) Psalter Tavern. This is a narrow stretch by virtue of parked cars, but nevertheless many vehicles travel down it at speeds dangerous to other drivers, cyclists and pedestrians.</p> <p>The situation on Psalter Lane has been ameliorated slightly by the recently installed pedestrian crossing, but this has little or no effect when the lights are green (which is most of the time). An enforced 20mph speed limit is therefore essential in my view, bearing in mind also the proximity of the children's nursery on the corner of Osborne Road and, further along, Clifford All Saints Primary School.</p> <p>Having attended a speed awareness course myself, I am very much aware that a reduction in speed of only a few miles per hour can make a huge difference to stopping distances.</p> <p>It is therefore my opinion as a driver, cyclist and pedestrian that the whole area covered by the proposed scheme in Brincliffe would benefit from the introduction of a 20 mph speed limit, for both safety and environmental reasons, thus improving the quality of life for all Brincliffe residents.</p>

63	I'm in full support of the 20mph zone. The speed of traffic round here in nether edge is utterly utterly crazy, something is needed
64	I fully support this initiative to have a 20 mph speed limit in Brincliffe . There are many families with young children and there safety is very important.
65	I was interested to see the proposal to reduce speeds to 20mph in Brincliffe. Generally, I'm in favour. However, I would object to the larger roads/busier traffic routes having the speed reduced - in particular Psalter Lane and Montgomery Road - as I think, on balance, this will inconvenience drivers for little gain to pedestrians.
66	I am writing in support of 20 mph zones in Sheffield. Please expand these in as many places (including in Nether Edge where I live) as possible. Speeding along Montgomery road in Nether Edge for example is now a regular occurrence and is so dangerous. There are several nurseries and care homes along the road – it's an accident waiting to happen situation!
67	Hello I live in the area and fully support the speed limit plans. I hope this will encourage safer driving and I do understand that there is no money to pay for speed bumps - imposing a speed limit is the best way forward
68	I just want to add my support to this proposal. It will make the residential roads a lot safer for everyone. I live in Bents Green where we already have 20mph limits - unfortunately there are still a good number of motorists who ignore the speed limits, but there are also a good number of motorists (including myself) who adhere to them. I just wish there was more provision (ie funding) for monitoring the speed limits, and dealing with those who break them. I hope the proposed changes are agreed upon, and wish you all the best with this initiative.
69	Yes i agree a very good idea.
70	Fantastic news
71	Thank you for your informative letter to residents outlining the proposed 20mph speed limit zone in the Brincliffe - Nether Edge area. I am writing first of all to express my full support for this proposal, which I believe will indeed help make my neighbourhood safer and more pleasant. However, I believe that the impact of this change will unfortunately be very limited without two additional measures: first, enforcement of the limit, and second, issuing and enforcing penalties for dangerous and illegal parking. Regarding the first point, although I understand that this is ultimately handled by the police, I am sure that the Council, with support from local residents, can work with the South Yorkshire police to identify stretches of roads that frequently witness dangerously high speeds, and act accordingly. Within the proposed Brincliffe - Nether Edge area, for example, I have on numerous occasions witnessed cars travelling at an estimated 50-60mph on the following two tracts of road: Machon Bank Road / Osborne Road and Montgomery Road / Wostenholm Road. If some drivers travel at these speeds under the current 30mph limit, they are unlikely to change their behaviour simply due to the nominal limit being lowered to 20mph. Therefore, I would like to see the limit enforced either with speed cameras at critical locations or by means of the occasional but consistent physical presence of traffic officers.

	<p>Regarding dangerous and illegal parking, I believe the Council could do much better to deter this widespread practice (and perhaps raise some much-needed funds in the meantime) by issuing and enforcing penalties. I frequently notice vehicles in my neighbourhood parked on double-yellow lines, or worse, at the corners of T-intersections, blocking pedestrians' paths and impeding the view of drivers turning out from side streets. I have never once seen a penalty notice issued for these infractions, which are not just inconsiderate but often dangerous, especially for children. Instead of only issuing penalties for failing to pay for metered on-road parking, I believe that the Council could both effect change towards safer, more civilised parking behaviour and at the same time raise funds by prioritising enforcement of the highway parking code.</p>
72	<p>I am writing regarding the proposed Brincliffe 20mph zone. I live at -- Sharrow Ln, almost directly opposite Mount Pleasant House, so just slightly outside of the proposed zone.</p> <p>Our small patch of road regularly finds itself with cars driving along it at ridiculous speeds, far over the speed limit. I would like to ask that it be considered that our stretch of road also be included in the 20mph zone. I, and my neighbours, have had our wing mirrors damaged or broken on our cars by drivers who are not paying due care and attention. My rear driver's side door was bent backwards on itself by a driver going far over the limit and who did not stop after causing the damage. There are children who live here and it is dangerous. The road receives high footfall and some of the driving is reckless.</p> <p>I have considered previously drawing up a petition for speed bumps along the road as so many drivers exceed the speed limit.</p> <p>I am wholly for the proposed speed limit reduction, but would kindly like to ask that consideration be made for widening the area covered by the proposal to include Sharrow Lane in its entirety.</p>
73	<p>I'm a resident of Kenbourne Road and received your letter today.</p> <p>Just wanted to email and say I think the 20mph zones are a great idea, and I am very much in favour. Too many people drive far too fast around us - especially on Montgomery Road.</p> <p>It would be amazing if you could help tackle some of the crazy parking around junctions without double yellow lines too - it's always really hard to get out of our road safely due to people parking too close to the junctions.</p>
74	<p>I'm writing to give my support to the proposed 20mph speed limit in nether edge.</p> <p>The speed the cars zoom down Barkers Road if frightening on a daily basis.</p>
75	<p>I just wanted to write as a Sheffield resident to offer my support to 20 mph schemes in Sheffield. Indeed I feel they should be much more ambitious.</p> <p>I live in Broomhill -- .</p> <p>I have three young children. 20 mph is recommended by the World Health Organisation and the UN General Assembly wherever motor vehicles are mixing with vulnerable road users. A child is much less likely to be hit by a car travelling at 20 than 30 due to stoppage times and if they are hit then the speed is much lower so the likelihood of death much reduced.</p> <p>I just wanted to offer my support to the 20 mph schemes being rolled off across Sheffield. I want my children to be free to walk and cycle, including independently as they get older. More ambitious plans including main roads (e.g. see evidence on Bristol and Edinburgh) have been shown to be more effective in terms of compliance and reducing accidents.</p>
76	<p>I would like to support the idea for a new 20mph speed limit in Brincliffe. Psalter Lane is incredibly dangerous and needs to have limits on speed. I live on Brincliffe Hill - it is an awful junction and cars go so fast towards the top. Especially coming down from the lights on Ecclesall road, the speed they accelerate to cross into Psalter lane is just dangerous.</p> <p>Please let me know how else I can help, as this is something I feel very strongly about.</p>

77	<p>Living in the area I wholeheartedly support this proposal however, there would be no need for this if everyone adhered to the 30mph limit which they don't. I have been overtaken numerous times in restricted areas and witnessed driving through red traffic lights every time I go out in the car.</p>
78	<p>We would like to register our support for the proposal for a 20mph area in Brincliffe.</p> <p>We support the benefits outlined for pedestrians and cyclists.</p>
79	<p>As a household, we would like to express our 100% support for this scheme, and we very much appreciate it being proposed and desperately hope that it will go through. Thank you for all of your hard work.</p> <p>Many of the residents in our area or in support of this so I hope that they also will be emailing thank you.</p>
80	<p>I am writing in support of the proposed Brincliffe 20mph scheme. There are several reasons why I support this:</p> <p>Road Safety I cycle with my children to nursery every day across the length of the proposed zone. There is a good evidence base to suggest 20mph zones result in increased safety for cyclists and pedestrians.</p> <p>Local air pollution and CO2 emissions There are illegal levels of air pollution in this area, along psalter lane and Wolstenholm road (where I live). The scheme will help address this whilst contributing to CO2 emissions reductions.</p> <p>I would additionally be grateful for an update on the proposed closure of 1 side of priory road to close this "rat run" between Sherrow lane and wostenholm Road.</p>
81	<p>I fully endorse the proposal to have a 20mph speed limit in this area.</p> <p>I have often experienced drivers travelling far too fast - well over the current 30mph limit, and rat running through my area in Nether Edge.</p> <p>Particularly in the evening, when there is less traffic (roughly 8pm - 11pm), there are cars speeding very fast along Chelsea / Cavendish / Lyndhurst / Osborne Roads. It is ironic that now these roads are free from potholes, they are seen as desirable race tracks. Delivery vehicles, under delivery time pressure, also speed through.</p> <p>It is disappointing that the police do not have the resources to monitor this as it is difficult to imagine how we might otherwise stop them, given they are ignoring the current speed limit. However it is to be hoped that a 'cultural shift' might be achieved with suitable publicity, including perhaps some "20 is plenty, to keep our community safe" posters around the area.</p>
82	<p>I am writing to offer my enthusiastic support for lower speed limits as explained in you letter 6th June posted to residents in the Brincliffe area.</p> <p>I live just off Psalter in S11 and use Psalter lane to commute to work by foot and to get to places. I would urge you to install speed cameras on Psalter lane, regardless of what happens with the lower speed limit initiative. Some people with sports cars or tuned up small vehicles race on Psalter lane, especially on weekend evenings, which is extremely dangerous as they exceed current speed limits excessively, racing down the straight stretch of the road that has no speed bumps or speed cameras.</p>
83	<p>I'm emailing to expressed my strong support for the introduction of more 20mph areas. This is an area I often cycle through.</p> <p>My only concern as with other areas is it doesn't include main roads enough. It is the main roads where the majority of serious collisions occur.</p>
84	<p>Despite living on Psalter Lane we have not been sent a letter about the consultation. We would like to lend our support to the plans. Living on the corner with Stretton Road we are all too familiar with the dangers on this stretch of road and the number of children who cross near here. A slower speed limit would help to improve their safety.</p>

85	<p>Could I add my support to the limiting the speed in Netheredge to 20MPH. Vehicles use Barkers Road as a cut through. My cat was ran over and had a leg amputated and whilst I understand this wouldn't be considered a critical incident, had this been a child the outcome would be tragic. It's only a matter of time until something terrible happens if action isn't taken- Could I also ask for some enforcement of this?</p>
86	<p>Yes, our road was like a stationery carpark for much of the afternoon and early evening when Archer Lane was closed. There are still gueues, of course, during the afternoon rush hour but they move much more quickly, are mostly down the road not up and don't last for nearly as long.</p> <p>On the matter of how many people live on the road, I regularly deliver leaflets (political, for the Farmers' Markets, etc.) as well as knowing some of the people in different parts of the road. There are about 70 addresses plus two small blocks of flats (6 and 8 2-bedroom flats respectively). At least 2 properties are HMOs with 8 occupants and many of the individual houses are split into apartments or bedsits with 3, 5 or even 7 doorbells and/or external postboxes each and at least some of them will have more than one occupant. Where there are whole houses at least some of these are lived in by multi-generation families as they are quite large 5-bedroom houses. My figure of 300 residents is only a guesstimate and I could try to improve it but I don't think I'm exaggerating. What is your estimate?</p> <p>And do you support making Sheldon Road 20mph or not?</p> <p>-----</p> <p>I have now looked up the definition of a &quot;C&quot; class road and came up with the following :</p> <p>Class C roads - classified unnumbered – smaller roads intended to connect together unclassified roads with A and B roads, and often linking a housing estate or a village to the rest of the network. Known unofficially as C roads.</p> <p>Nether Edge/Brincliffe can indeed be regarded as a housing estate or village, but Sheldon Road is very much part of that. One end is even inside the sacred 'conservation area', although not all. We take part fully in organisations such as NENG and running the Nether Edge Farmers Market that takes place from the junction of Nether Edge Road and Sheldon Road.</p> <p>There are 3 main runs through this area.</p> <ul style="list-style-type: none"> * Cemetery Road, Psalter Lane, bypassing Ecclesall Road especially at rush hours. * Cemetery Road, Wostenholme Road, Montgomery Road, Moncrieffe Road, Sheldon Road, bypassing London Road and Abbeydale Road especially at rush hours * Junction Road, Cowlshaw Road, St Andrew Road, Kingfield Road, Barker Road, Machon Bank Road, Sheldon Road acting as an important East-West route between the south-west suburbs of Sheffield and the station, trading areas and other south-eastern parts of Sheffield and carries quite a lot of delivery lorries and vans throughout the day. <p>All the roads mentioned above are either already in 20mph zones or are proposed to become so. Apart from Sheldon Road.</p> <p>I estimate that there are probably around 300 people living on this road, including children and elderly folk. The speed of 30mph, or even higher, at which vehicles travel, often in both directions at once, makes for dangerous crossing and all the arguments for a lower speed limit apply just as much to this road as to others. We don't care whether you include it in this current proposal or just extend one of the bordering 20mph zones, but please reduce our speed limit as well. It will probably even reduce the number of signs you need to erect.</p> <p>-----</p> <p>I am generally very much in favour of having a 20 mph speed restriction on most of the Brincliffe/Nether Edge /Sharrow Vale area and indeed would like to see Sharrow similarly covered.</p>

	<p>However I am horrified that my own road, Sheldon Road, is being left by these plans as a 30mph road. Why? Is that just a mistake that someone didn't bother to look at the maps? Or is it deliberate, in which case, why?</p> <p>And why haven't you even bothered to send a communication letter to anyone living on this heavily affected road?</p> <p>There are other through routes in the area including Psalter Lane, Wostenhome/Montgomery Roads and, crucially, the whole of the East-West route from Hunter's Bar roundabout on Ecclesall Road to Abbeydale Road and beyond APART from Sheldon Road.</p> <p>All the arguments set out in your letter regarding the benefits of reduced speed apply in spades to Sheldon Road. It is not only a heavily used vehicle route but also many pedestrians (including our children) use these pavements as do a growing number of cyclists who find the speed of traffic on this road seriously intimidating and so threaten pedestrians instead. Most vehicles, including lots of vans and lorries, travel at 30mph or even more. With little or no room for error given the large trees on either side it's surprising that there have been so few serious accidents.</p> <p>Please let me know what action you intend to take on this.</p> <p>I am copying this email to the Chairman of NENG (the Nether Edge Neighbourhood Group) and to our three ward councillors.</p>
87	<p>This is an excellent proposal which I support.</p>
88	<p>I've just received notification and a map of a new 20mph area through the post.</p> <p>I live on Raven Road - one of the roads that falls in the new area - and just want to say I wholeheartedly support this move.</p> <p>Reducing levels and speeds of motor traffic and increasing active travel is something I'm in favour of and will vocally support.</p> <p>Any councillor and council willing to introduce such measures will always have my political support too.</p> <p>I hope this sails through with little objection.</p>
89	<p>I'd like to give my support for this.</p> <p>Can I also request double yellow lines on Lyndhurst Road at the entrance to Alexandra Gardens. Parking on Lyndhurst during the week is becoming a problem, especially when exiting from Alexandra Gardens as people park far too close to the junction.</p>
90	<p>I would like to register my strong support for the introduction of 20mph across Nether Edge. Any measure that slows traffic is welcome.</p> <p>I do have a car and enjoy driving but recognise that the tyranny of the increasing number, size and speed of cars has to be tackled. So thank you for your proposal.</p>
91	<p>I'm completely in favour of your proposal.</p>
92	<p>I fully support the proposed 20mph speed limit zone in Brincliffe. Having 3 children who walk to school though the area, I am aware of sometimes very fast moving traffic and poor crossing visibility because of parked cars (Machon Bank Road) and a traffic accident (also on Machon Bank Road) a year or two ago, in which a neighbour lost his leg.</p>
93	<p>I am writing to register my support for the above proposal.</p>

94	I support this plan.
95	<p>I received a letter today re: a proposed 20mph speed limit in the Brincliffe area of Sheffield.</p> <p>I just wanted to drop a short email to voice my full support for this.</p> <p>I live in Nether Edge on Barkers Road and there are frequent issues with people speeding in this area, particularly along Montgomery road and from Barkers Road up onto Lyndhurst Road. Having two young kids I fear it's only a matter of time before there's a more serious accident in the area.</p> <p>Whilst I would prefer stricter enforcement through speed bumps I do appreciate that the lowering of the speed limit and associated signage is a great step to begin to address this issue.</p> <p>I also wanted to mention that the temporary traffic lights on Osborne Road and Psalter Lane are of great support to kids safety in the area so I'm hoping that these are retained regardless of the outcome of this 20mph change.</p>
96	<p>I was very happy to see the Sheffield City Council Brincliffe 20mph Speed Limit Order 2024 and write to you in full support of the proposed changes. I hope they can be implemented as soon as possible here and rolled out across the entire city.</p> <p>I live on Chelsea Road and walk and cycle along many of the roads included in this TRO. The proposed changes would make a very positive difference to me and my family (children and parents). In the evenings, drivers use Chelsea Road as a speedway and Psalter Lane carries far too much fast traffic (despite being a residential street flanked by nurseries and on the walking route of many school children).</p> <p>As you will know, speed kills. A pedestrian collision with a vehicle travelling 30mph results in a shocking 50% chance of severe injury and 15% chance of death of the pedestrian [1]. This figure drops to 20% chance of severe injury and 5% chance of death at 20mph. The odds are significantly worse if the vehicle is large and if the pedestrian is small and/or elderly - cars are 400kg heavier on average now than they were 7 years ago [2]. We urgently need this change.</p> <p>Indeed, while 20mph is a great step, ideally I'd like to see the speed limit set to be the same as large road networks within workplaces (e.g. oil refineries) so that children and the elderly are at least as safe on the streets outside their homes as workers in their workplace. Workplaces must adhere to health and safety regulations and therefore road speed limits are set to 5-15mph [3] (there are no such safety regulations for children on residential streets!). I realise this is more than you can achieve right now. But could it be an aspiration? 20mph is good. 5-15mph is better.</p> <p>There is no sensible argument against lowering the speed limit: while speed limits alone do not always change driver behaviour, they are a necessary first step [4] and journey times barely increase for short urban journeys when going from 30 to 20mph [5]. Given the significantly reduced risk of KSI for a collision with a vehicle at 20mph compared with 30mph, all urban streets should have 20mph speed limits.</p> <p>In summary, I am fully supportive of the proposed Brincliffe 20mph scheme. I hope that it will be rolled out soon and across the entire city on any street where people regularly walk, including larger streets such as Ecclesall Road and Abbeydale Road.</p> <p>[1] Accident Analysis and Prevention, 50 (2013) 871-878 https://doi.org/10.1016/j.aap.2012.07.022 [2] https://www.thisismoney.co.uk/money/cars/article-13588773/New-cars-400kg-heavier-seven-years-ago-EVs-SUVs.html accessed 4th July 2024 [3] Living Streets Sheffield SW local group – Notes to accompany presentation (7th March 2024). https://drive.google.com/file/d/1vU8AEzjdx5Z-4s6d9RwwlyH/view page 5</p>

	<p>[4] though of course, we also need enforcement, infrastructure changes (to encourage slow speeds), and – perhaps one day soon – automatic limiting of vehicle speeds at the speed limit, as is being introduced in the EU on the 7th July this year!</p> <p>[5] more than half of car trips in South Yorkshire are less than 5km and the proposed change would increase these trip times by at most 3 minutes per trip - a small price to pay to avoid killing or severely injuring a pedestrian.</p>
97	<p>I live on this road and would really appreciate a change to 20mph. There are many young children living on my street and in the area who walk along and cross the road along it's entire length, as they walk from various areas to get to the Primary School at the other end of the road.</p> <p>I know that there was a proposal to change the limit of this road from 30 to 20. Could you please let me know what is happening with this idea?</p> <p>I look forward to hearing back from you soon.</p>
98	<p>As a resident of Nether Edge I support the 20mph limit, both for safety and environmental reasons.</p>
99	<p>I'm writing to provide feedback on the above consultation. I live close to the proposed 20mph zone, in an existing 20mph zone (Nether Edge).</p> <p>I am strongly in favour of the proposal for a 20mph zone. I walk and drive a lot around the proposed 20mph area, and much of the driving is dangerous, largely due to speed. It's not necessarily wild speeding, although that does frequently happen, but it's speed inappropriate to the situation. The side streets are heavily parked up and unsuitable for 30mph traffic. Even when travelling on the main roads at 30mph, you are often driving unsafely given the heavy pedestrian footfall, cycle traffic that's unsegregated from motor traffic, and unusually (and illegally) parked cars that often force pedestrians and cycles out into the path of the cars and narrow the carriageway. Two people in our road have been knocked off their bikes in the last two years by inattentive drivers, both in the Montgomery Road / Moncrieffe Road area. In both cases, bones were broken and they were off work for several months. It's not a safe environment for either motorists or non-motorists.</p> <p>My main observation concerning the proposal is that if there is no enforcement of the limit or physical reminders of it (such as speed humps, road narrowing, etc.), a 20mph zone is of limited use. In our current 20mph zone, most cars exceed that limit, and a significant minority do so by 10+ mph. As there's no enforcement, drivers apparently interpret the speed limit as whatever is comfortable for them as a passenger in their own car. We're lucky to have speed humps on our road, which slows drivers somewhat, but even so, it's possible to go over them quite fast in a modern SUV or luxury car without bottoming out. To be effective, the 20mph zone needs to be accompanied by speed cameras throughout the 20mph area - which would presumably easily pay for itself in fines, based on what I see - and some hardware to physically slow drivers down. If done right, it could make this a much more livable and safer neighbourhood.</p>
100	<p>I am writing to register my support for the proposed introduction of a 20 MPH speed limit in Brincliffe.</p> <p>The move towards 20 mph in all residential areas is vital. As we make the transition to net zero and cleaner air it is important that we make our streets safer spaces for pedestrians and cyclists so that we can encourage people out of their cars.</p> <p>The data is clear that a 20mph speed limit reduces the severity and number of collisions and in addition reduces pollution.</p>
101	<p>In response to your letter of the 6 June I strongly support this proposal based on both your reasoned and explained evaluative judgements as to the necessity and benefits of this change; and of my own experience as a resident here for ten years. I strongly agree with the need to influence and change outmoded attitudes by some motorists towards car usage and so called motorists 'rights'. Speeding here is a particular problematic in two situations. One where the roads are narrowed by parked cars. But certain busy 'through routes' are frequently prone to speeding, often well in excess of the existing 30mph. Notably they are Osborne Road, Montgomery Road, Lyndhurst Road, and Psalter Lane during quieter periods. Your rationale for sign only enforcement is reasonable but the use of those</p>

	<p>temporary devices which remind motorists of their speed would help on the roads I have mentioned. Just four of these would I suggest be significant. It worked a few years ago on Osborne Road, but excessive speeds have returned in recent years. I am a car owner, but use the buses 56 and the 10/10a both which now have improved vehicles and are an asset to the area which also has a good cycle following. I hope that rationality prevails and that your proposals go ahead.</p>
102	<p>I am writing in support of the proposal to implement a 20mph limit on the roads in Nether Edge/Brincliffe.</p> <p>I would also like to see more signage on the roads leading up to Brincliffe Edge which are already 20mph. The new signage in places like Bannerdale Road might seem to suggest that one is entering these zones from a 30mph limit, which is not the case.</p> <p>Enforcement is also important.</p>
103	<p>I am writing to support the proposed 20mph zone in Brincliffe as recently notified by the Council. This proposal will make the area safer for people walking and cycling and as such I wholeheartedly support it. I regularly walk, drive and cycle through the affected area.</p>
104	<p>I am a resident of Nether Edge on Cherry Tree Road.</p> <p>I am totally supportive of the introduction of the 20mph scheme in this area.</p> <p>There is already quite a lot of traffic that comes along either Cherry Tree Road or Kenwood Road that is clearly doing at or over the 30mph limit. There are also a few cars that are obviously driving at substantially over the speed limit whose drivers seem to regard the roads as their racetrack.</p> <p>Traffic along these roads has increased significantly over the ten years I've lived here and I suspect that this is due to more and more people using it as a 'rat run' up St Andrew's Road to bypass congestion on Psalter Lane. Cherry Tree Road, towards the Psalter Lane end, is also double parked for much of the daytime, with cars parked across pavements, to the extent that people with buggies or using mobility scooters are often forced into the road and cars being driven fast along there seems particularly hazardous.</p> <p>As your letter states, the acceptance of slower car speeds is less an issue of enforcement and more to do with a community awareness of the lack of need for fast speeds in urban areas and the benefits for the wider neighbourhood. However, given the widespread apparent car speeds at or over the current 30mph limit, and the impatience of some car drivers when you're trying to keep to the limit in a 20mph area, it feels that something more than signage is needed. I'm aware that police resources are very stretched, but I wonder if random checks at times in 20mph areas could be a cost effective way of giving a message to motorists?</p> <p>Let's hope that behaviour can change over time, perhaps with a bit of nudging.</p>
105	<p>As a local resident I am in favour of a 20 mph zone as outlined in your recent letter and enclosed maps.</p>
106	<p>I fully support the 20mph speed limit proposal in Brincliffe.</p> <p>We frequently have traffic driving down Montgomery and Wostenholm Road well in excessive of 40mph, so anything that can potentially reduce the dangerous driving in our area is more than welcomed.</p>
107	<p>This sounds sensible.</p>
108	<p>I would like to express my support for the proposed 20mph scheme in the Nether Edge Conservation area.</p> <p>Reducing speeds will make the area feel safer and more pleasant. I am a driver, pedestrian and cyclist in the area and think this will be beneficial for all modes of transport.</p> <p>I do hear a lot of racing and revving in the night, and my only concern is that without traffic calming measures that force drivers to adhere to slower speeds this won't do much to stop</p>

	<p>these types of drivers posing a danger to others in the area. This is particularly problematic on long straight stretches such as Montgomery Road and Rundle Road.</p>
109	<p>As a resident in the effected area (I live on Montgomery Road), I fully support the introduction of the 20mph speed limit area.</p> <p>Ideally, I would like to see some form of traffic calming on Montgomery Road to cut down on the substantial number of gross speeding occasions, although I understand that this is not part of the scheme planned at this stage.</p>
110	<p>Just registering support for the proposed brincliffe 20mph zone extension. I live at -- barkers Road and there are daily episodes of drivers going up our road at over 50mph</p>
111	<p>I am writing to strongly express my support for the proposed 20mph speed limit in Brincliffe/Nether Edge area, this has been needed for some time, especially on areas where there are nurseries and lots of young children.</p> <p>I am really happy to support this scheme and hope it is implemented ASAP.</p> <p>Can I ask whether the roads on the grey boundary line on the plans provided will also be included in the 20mph limit?</p>
112	<p>I live at -- High Storrs Dr, Sheffield --, UK and regularly drive through the proposed Brincliffe 20mph zone. I rarely walk there.</p> <p>I strongly support this proposal. I rarely walk there because the traffic is busy and fast, and ironically i drive my daughter to nursery there as a result, adding to traffic. This proposal would make me more likely to walk or cycle.</p> <p>I hope you are considering these zones, and LTNs using filtering, across the city.</p>
113	<p>I am in favour of the new 20 mph speed restriction. My only concern is that it will not be policed. On 26 Kenwood Park we get cars racing up and down the road. These are not local people.</p> <p>A unmonitored 20 mph speed limit will do nothing to stop this</p>
114	<p>Writing in support of the speed limit area.</p> <p>I walk and cycle mostly around the areas and the noise, aggression and speed of the driving is extremely unpleasant and feels very unsafe.</p> <p>If some people at least do 20mph then those behind will be forced to do that speed too. Hopefully if people feel safer they might walk or cycle their kids to school instead of getting in their cars, and hopefully over time the area will become more peaceful and pleasant and safe.</p> <p>Please go ahead with this and do not pander to the whiny vocal drivers who are mostly blasting through the streets, using them as short cuts and don't even live locally. They don't care about air pollution or the safety of other humans.</p>
115	<p>I am writing to express strong support for the scheme to reduce speed limits in the Sharrow/Nether Edge area to 20mph. I live on the junction between Sharrow Lane and Grange Crescent. You did not include Grange Crescent in your mailing - which is a bit unfortunate as it impacts on residents in this area as well.</p> <p>I strongly support the scheme as speeds on Sharrow Lane are excessive. The straight run from the traffic lights with Wolstenholm Road mean that some drivers - often in high performance cars - reach speeds of 50 -60 mph in both directions. The problem is especially noticeable at night and there are reports of racing circuits being run in a loop from Sharrow Lane and Cemetery Road. I fear that without enforcement, the new speed limits will be ignored. Some drivers ignore the existing speed limit by a considerable margin and I doubt they will change their behaviour.</p> <p>Please also consider slowing traffic on turns onto streets running off Sharrow Lane. For example, on the lower junction of Grange Crescent and Sharrow Lane drivers cut the corner at speed. An island in the middle of the road might prevent this behaviour.</p>

116	<p>BRINCLIFFE EDGE 20 mph SPEED Limit</p> <p>I would like to respond to the consultation. I am extremely pleased you are considering this move for a number of reasons</p> <ul style="list-style-type: none"> - I live on Kenbourne rd which cuts between 2 very busy roads Montgomery and Rundle. Both of these roads frequently have drivers exceeding the speed limit. This combined with parking right up to the corners which blocks visibility, driving out of Kenbourne road is hazardous. Slower speeds would help enormously. -I am a cyclist, using my bike for trips into and across the city and know that the lower speed limits would greatly help make journeys safer and more pleasant. At present -I am also aware of the very poor air quality in this area and am convinced that the anticipated reduction of unnecessary short journeys would help reduce this. -I am aware that the council has no money for speed bumps and that some commenters point out that this will be unenforceable. However I'm sure the majority of drivers will keep to the limit and those speeding will be in a minority. - Pedestrians are very much second class citizens when out and about in the streets- fumes, noise, having to wait at crossings -(at least with the zebra crossing drivers are obliged to allow people on foot to cross). Car drivers take precedence at a time when we know that cars are the least environmentally friendly way to travel. -Slower speeds in the area would help to redress the balance making the streets safer and healthier. Hopefully (especially with locally run buses re instated) many more people will increasingly find their cars a less favourable option. <p>Thanks for this plan. I keep my fingers crossed!</p>
117	<p>I would just like to add my support to the proposed 20mph zone in Brincliffe. As a resident of Nether Edge Road, and a member of staff at the University of Sheffield, my cycling commute takes me along the edges of this area, and I would welcome the restriction to 20mph. It would also help me to recommend cycling to others.</p>
118	<p>I am emailing to express full support for the proposed extension of the 20mph zone in Nether Edge. Living in the area I regularly witness drivers driving above 30mph.</p> <ul style="list-style-type: none"> * Even though the new speed limits are unlikely to be enforced by local police forces their introduction will reduce overall average speed. If drivers still break the limit by 10mph then this will be 30mph, Speed increases injury severity in the event of a collision. * It will reduce emissions and improve air quality as a steady speed is maintained instead of constant acceleration and braking using fuel and generating brake particles. * The roads of Nether Edge are primarily residential and not main thoroughfares. Roads are too narrow to allow cars to safely drive at 30mph- average speed is about 20mph and will not increase journey times significantly. * Nether Edge is mainly a residential area - lots of children. Modern cars are bigger and more dangerous to children in the event of a collision. * Archer Rd re-opened. Increase in traffic using the roads of Nether Edge as rat run. * Psalter Lane needs to be included. 20mph should be the default throughout the city with only the ring road and trunk roads increased to 30 or 40mph Even then, traffic often means that average speed will rarely be over 20mph anyway but it is likely to be an easier 'sell' to some more stubborn minded complainers. <p>I work at NGH and have screened the major trauma that arrived through our ED for a 40 day period in August and September pre pandemic and in 2023. There were three times as many pedestrians and twice as many cyclists seriously injured and 'trauma called' in 2023. The council needs to try and address this and 20mph is a step in the right direction. If anything it will reduce emmi</p>
118	<p>As a resident and a mum living within the proposed 20mph speed limit area in Brincliffe (we live in Montgomery Avenue, S7 1NZ), I'd like to give my full support for the proposals.</p>

	<p>I have a school age child who walks through the area every day to get to and from High Storrs School, with her friends, and we've long been upset and concerned by the behaviour of some drivers in this residential area, with cars often speeding past or in front of all these school children, putting their safety at risk.</p> <p>As a family we like to walk around the area as much as possible, and we regularly witness the current 30mph limit being exceeded, which causes us worry and annoyance at the unnecessary risk for pedestrians, cyclists and everyone else in the area.</p> <p>Anything that helps the education process of drivers and encourages better driving is whole heartedly supported by by me and the rest of my family.</p>
119	I'm writing to give my full support for the proposed plans to limit speed in the Brincliffe area to 20mph. I'd go further and extend it to most of the city (if not all of it).
120	I wanted to register my support for this proposal, and to suggest that all, or many more, side roads are also designated 20 zones. There's no need to go faster than that between parked cars on residential streets in my opinion :)
121	I am fully supportive for the scheme overall. Especially needed for Psalter Lane and Montgomery Road, due to being straight roads some drivers regularly exceed even existing limits. Hope that Psalter Lane is not excluded in the final plans on the basis of heavy usage. In heavy traffic it's at standstill anyway and in minimal traffic 20mph will not make any significant difference to journey times.
122	<p>I wish to register my support for the proposed 20mph speed limit in Brincliffe.</p> <p>As a disabled resident of the area, I welcome the increased safety I will experience in my local community.</p> <p>From my perspective, I would support the change happening as soon as possible.</p> <p>While I do rely on my car for access around the neighbourhood due to limited mobility, I am confident the proposed change will only benefit me and others, and not bring any downsides.</p> <p>I am also hopeful that this change will bring improved air quality, which is an issue that affects us all.</p> <p>Thank you for the opportunity to lodge my support and for the work you are doing to improve our neighbourhoods.</p>
123	Yes please to 20mph limits.
124	On behalf of Sustrans we support this proposal which will make these streets safer for all.
125	We support for 20 mile zone in Nether Edge
126	<p>As a resident within the area, I wanted to offer my strong support to the proposed Brincliffe 20mph scheme.</p> <p>As a motorist, pedestrian and cyclist, road safety is a huge priority to me and my family and I believe the 20mph scheme will be a good first step to improving safety in the area.</p> <p>I have obvious concerns about enforcement, but these are covered in your consultation and I understand that the police have limited resources.</p>
127	<p>I would like to register my support for the new 20mph speed limit in Brincliffe.</p> <p>I'm particularly keen that the speed limit be imposed across Psalter Lane. As a resident living just off Psalter Lane near the crest of the hill, I find crossing the road near my house difficult due to the speed drivers take the road in both directions, even approaching the top</p>

	<p>of a hill.</p> <p>I also do not enjoy walking down Psalter Lane near the junction with Brincliffe Hill to get into the city centre or down into Sharrow Vale or Eccleshall Road to access the shops there, due to the speed of drivers on the road and the narrow width of the pavement. When walking in the centre of the pavement, the cars often drive fast only around 0.7m away from you – which regularly makes me jump. This is as a fit person in my thirties, and I would feel uncomfortable walking here with children or elderly relatives.</p> <p>I also support the speed limit as a cyclist. Given the number of cars parking along Psalter Lane meaning the usable road is narrowed, drivers often aggressively pass me without giving me appropriate space. If the speed limit was lowered, this would at least make these close passes less frightening.</p> <p>On the occasions that I have been in a car trying to exit my road (Brincliffe Hill) it is also difficult to see traffic approaching in either direction on Psalter Lane. I have heard there used to be a mirror across from the junction, but it was removed at some point. I feel a lower speed limit would make leaving this junction safer and easier as a driver too.</p>
128	<p>I am writing to give my full support to the proposed scheme. I live in a community with many small children, and I have long been concerned about the speeds of motorists on my local roads, e.g. Psalter Lane, Cherry Tree Road, Rundle Road.</p> <p>In fact I contacted the council a couple of years ago to see if they could introduce such a scheme, so I am delighted this is now happening.</p> <p>I am a motorist myself (as well as a pedestrian and public transport user) and I would happily accept any minor inconvenience caused by marginally reducing the speed limit to make our roads safer.</p>
129	<p>We wanted to register our support for this proposal. Having brought up a family in this area, we are very aware of the dangers of speeding. This makes eminent sense.</p>
130	<p>I live at -- Barkers Road, Nether Edge, -- which is within your recently proposed 20mph speed limit in Brincliffe.</p> <p>I fully support this proposal. The area is residential, many families have children, and the safety gains from your proposal will significantly reduce serious injuries and deaths from speeding cars.</p> <p>There just doesn't seem any need for drivers to shoot through Nether Edge at ludicrous speeds. I applaud your proposal, and only hope that it instills some good sense into inconsiderate and dangerous drivers</p>
131	<p>I would like to register my support for the proposed 20 mph Speed limit in Brincliffe. I recently spent a couple of weeks in South Wales and the impact of the reduced speed limit is making movement on roads and footpaths much safer and monitoring figures show that 97% of drivers are not exceeding 25mph.</p> <p>Unfortunately my experience of driving in 20mph areas around Sheffield recently has not been positive; for example when I drive up or down Junction road at 20mph I am often tailed by large cars or vans wanting to drive faster.... I have had horns sounded, hand gestures and verbal abuse from other drivers, so I feel we have a long way to go before the majority of drivers will be community minded and reduce their speed.</p>
132	<p>I was delighted to receive your letter and fully support your proposal that this area become a 20mph zone. I live in Kenwood Bank which is used as a cut through from Psalter Lane and people drive much too fast along here, especially given that the road is narrow and we have parking problems and several drives close together. It is very welcome. I do hope you are able to enforce it too.</p>
133	<p>I live at -- Osborne Road and I strongly support the 20ph plans. I'm sick of my road being used as a rat-run and have been fed up for ages about the way that areas like Endcliffe have the 20 mph restrictions, whilst we dont.</p>
134	<p>I am 100% in favour of this proposal.</p>

	<p>There is going to be a serious incident at the top of Sharrow Lane as drivers speed up to or away from the roundabout. I think speed bumps at the top of the road would help as I'm pretty sure that the people who speed will not take notice of the 20mph signs.</p>
135	<p>I'm writing in response to the consultation letter sent out today. This has my full and undivided support. Montgomery road and Machon Bank Road in particular attract drivers to exceed the 30 mph limit and are much used by children on their way to school.</p> <p>If anything, I think this scheme should be extended throughout Sharrow to Abbeydale Road.</p>
136	<p>I support the proposed 20mph speed limit in Brincliffe but can't see it will be monitored.</p>
137	<p>I just want to register my strong support for the proposed 20 mph zone in Brincliffe. It's a great idea!</p>
138	<p>As a resident and homeowner on Psalter Lane, I would like to give my full support for a 20 mile an hour zone in Brincliffe including along Psalter Lane. I am disgusted at the speed that some drivers think it is okay to drive along a residential-lined boulevard. Some drivers drive well in excess of 30 miles an hour, particularly on the straight part of Psalter Lane near the Stag's Head pub.</p> <p>There have been a couple of occasions when I have called the police to report drivers driving along Psalter Lane at high speed and looping around the block to repeat the same speeds again and again, often appearing to be tailgating one another for fun.</p> <p>I would even like restrictions to go further- whether it be speed bumps or cameras along Psalter Lane to deter and punish people choosing to drive so dangerously.</p> <p>Once again, I give my full support for a 20 mile an hour zone.</p>
139	<p>I would like to register my support for the proposed 20mph speed limit area which is to include Barker's Road. I have two children (aged 12 and 9) and at present I am very worried about their (and my) safety when walking, and I avoid cycling altogether.</p> <p>This is a residential area and as such I believe a 20mph limit is much more appropriate for the area and will greatly enhance the safety and quality of life for residents and people who work in or visit the neighbourhood.</p>
140	<p>I fully support this proposal.</p> <p>I drive in this area regularly and it is close to where I live. Where I live (Bents Green) is already a 20mph area which has my support.</p> <p>I would support a 20mph limit in all urban areas with limited exceptions for those main roads where a 30mph limit is more appropriate.</p>
141	<p>I wholeheartedly support this. I live within the zone, with a young child, who we walk or drive to nursery because we are reluctant to get a child seat for our bike. We are worried by the traffic, but are going to reconsider if this zone is introduced.</p>
142	<p>Thank you for sending details of the proposal to make Brincliffe a 20 mph area.</p> <p>I fully support this initiative and hope that it is introduced without further delay.</p> <p>Thank you for your detailed work on this proposal.</p> <p>I live in the area proposed.</p>
143	<p>I have, not less than 10 minutes ago, received a letter detailing proposals for a 20mph zone in the nether edge area of Sheffield. I am writing in support of the scheme.</p> <p>As a resident of Psalter lane the speeds that vehicles travel in this residential area is unfathomable and I hope that this new scheme will go some way to tackling this important safety issue.</p>

144	I strongly support the proposed 20mph speed limit in Brincliffe
145	<p>I am writing to express my strong support for the proposed 20mph speed limit in the Brincliffe area. This initiative will significantly enhance safety for pedestrians and cyclists, particularly for children and the elderly. It will also contribute to a quieter, more pleasant environment for all residents.</p> <p>Thank you for considering this important measure.</p>
146	<p>I would like to support the 20 MPH Speed Limit in my neighbourhood of Nether Edge.</p> <p>I have lived in this house for more than 27 years and recently have experienced the increase in young men (exclusively in my observation) racing up Barkers Road and onto Lyndhurst in sports cars. It is frightening and dangerous to residents including our animals. If there is anything else I can do to support this initiative, please do not hesitate to contact me.</p>
147	I'd like to express my support for the Brincliffe 20mph zone. I appreciate that such zones reduce road casualties, increase active travel and reduce pollution and carbon emissions and am strongly in favour of more such limits in the area.
148	<p>Thank you for your letter from 6th June 2024 regarding the proposed 20mph speed limit in Brincliffe.</p> <p>1. I do support the introduction of a 20mph speed limit in our residential area (e.g. on Rundle Road), which if anything, it is long overdue.</p> <p>There is a high volume and often fast moving (speeding) traffic in our area, e.g. on Montgomery Rd, on Rundle Rd and on Moncrieffe Rd – and there are several nurseries and an academy with young children and vulnerable adults: Hamilton House Day Nursery, Scallywags Nursery and Kenwood Academy – speed restrictions make common sense in any residential areas, but especially where there are nurseries and schools.</p> <p>2. However, I am certain that speed restrictions without any supplementing traffic calming measures will not have much, if any, impact on the speed most drivers will be driving, especially if the scheme will not be routinely monitored and enforced.</p> <p>The straight and wide street layout of Montgomery Rd and Rundle Rd seems to be too inviting for a lot of drivers to drive with excessive speeds; in fact our neighbourhood has been plagued by the routinely use of our roads as a 'race track'. Most evenings and on weekends the speeds and the (antisocial) noise we are witnessing are off the scale – more accidents waiting to happen. I and many neighbours have reported this dangerous and antisocial behaviour to the police in the past, but without any consequences.</p> <p>3. Questions:</p> <p>a. As a minimum, can the council please also install traffic calming measures like the 'speed bumps' on e.g. Bannerdale Rd, Nether Edge Rd etc.?</p> <p>If not, why not?</p> <p>b. Additionally or alternatively, could the council install something like the traffic calming measure on Endcliffe Vale Rd, i.e. alternating one-sided parking sections (left / right side of the road) where drivers have to slow down and give way to incoming vehicles where the road narrows due to the parked cars and dropped-kerb pedestrian crossing islands? This could slow the speeds people can drive on these straight and wide roads and offer pedestrians safer opportunities to cross.</p> <p>If this is not being considered, why not?</p> <p>c. And of course there are the gold standards of 'Living Streets' (https://www.livingstreets.org.uk/) and 'Healthy Streets' (https://www.healthystreets.com/) if the council is serious about Sheffield's 'Page 24' Road Safety Action Plan ambition?</p>

	<p>An article on SheffNews in March featured Cllr Ben Miskell and the article mentioned that: “a focussed approach to reviewing our streets is proposed with 59 sites in Sheffield at the top of the list and will be subject to a more detailed analysis to identify if any changes to the highway’s layout could help improve safety across the city” – is Brincliffe one of those sites / neighbourhoods where changes to the highway layout are being considered?</p> <p>If not, why not?</p>
149	I fully support the 20mile an hour speed limit in this neighbourhood
150	<p>I am writing to register my support for the proposed introduction of a 20 MPH speed limit in Brincliffe.</p> <p>The move towards 20 mph in all residential areas is vital. As we make the transition to net zero and cleaner air it is important that we make our streets safer spaces for pedestrians and cyclists so that we can encourage people out of their cars.</p> <p>The data is clear that a 20mph speed limit reduces the severity and number of collisions and in addition reduces pollution.</p>
151	<p>As a resident of the area proposed for extension of the local 20mph speed limit, I would like to register my gratitude and support for this proposal.</p> <p>Modern cars are increasingly safe for those inside them, and dangerous for those outside, particularly small children.</p> <p>Lowering speed limits from 30mph to 20mph in urban residential areas helps ameliorate this issue.</p> <p>I imagine you may receive letters of opposition - I imagine these will be from those who feel they will never cause an accident at >20mph in a residential areas. They run the risk of it being their first time every time they drive with that attitude.</p>
152	<p>I am writing to support the proposal to reduce the speed limit in the Brincliff area which includes Sharrow Lane, where I live.</p> <p>I fully support such an introduction for the reasons you have given ;</p> <p>“improve road safety facilitate the passage on the road of any class of traffic preserve or improve the character or amenity of an area prevent use of a road by unsuitable vehicles prevent serious damage to the highway prevent damage to any building or near the highway reduce and manage congestion preserve or improve local air quality”</p> <p>I also support the signage in the area including road markings as I am of the opinion that the 20mph signs alone are too small and not visible enough, as for example in Hunter’s Bar end of Sharrow Vale Road. Road markings should be helpful reminders.</p> <p>I also agree about the social, environmental and individual impacts that lower speeds can achieve, and as stated on your website making the areas;</p> <p>“safer, more pleasant places for people to live (especially for our children and elderly residents) reduced likelihood of accidents less likelihood of serious injuryat 20mph compared to being injured by a car travelling at 30mph people are more likely to cycle and walk” Fuel and environmental costs;</p> <p>One aspect not highlighted enough is the saving in fuel costs, and as research has shown, reduction in emissions and particulates, which has its detrimental effects on the health of people especially those with respiratory problems. In this context I would urge the City Council to extend the “No Idling “ policy in school areas to a city wide ban on stationary idling vehicles in non driving situations. I</p>

	<p>fuel costs. Air quality and fuels costs will become more critical unless we start changing behaviours now.</p> <p>Attitude changes</p> <p>I have to admit to being disappointed about the lack enforcement with the proposal, and I do appreciate the reasons as well. Achieving appropriate changes in a consensual way is usually preferable to enforcing behavioural changes. However, my many years of driving experience, and more importantly statistical experience shows, that driver behaviours are more likely to change if enforcement has a negative impact on drivers, such as fines, points or bans.</p> <p>A large caveat to that is that positive criteria, showing that there is something to be gained from changing driving behaviours, are more likely to have a longer lasting impact on driver behaviour. I think this type of positive messaging needs to happen, certainly during the consultation phase, if the proposed objective is to be achieved.</p> <p>Statistical analysis of 20mph zones.</p> <p>I would propose the following in terms of encouraging a changing cultural driving attitudes especially with reference to residential areas.</p> <p>A series of monitoring and data gathering exercises with local residents collaborating with SCC to assess the impact on driver behaviour and changes in social and vehicular use including cycles and pedestrians.</p> <p>This could be stages as follows;</p> <ol style="list-style-type: none"> 1. No enforcement – with local volunteering monitoring. <p>Depending on results ;</p> <ol style="list-style-type: none"> 2. A temporary period of enforced monitoring eg. speeds cameras / active randomly timed policing with appropriate fine scales. It's possible this may establish a precedent for future behaviours, particularly in areas of repeat offending, where enforced monitoring could be introduced, perhaps on a temporary basis. 3. Regular volunteer monitoring until driver behaviour changes to the point where irregular monitoring is appropriately timed in order to produce sufficiently indicative data of a shift in driving attitude. . <p>It may also be worth collecting data on other social and road user changes that are precipitated by a lower speed limit and signage, using previous studies as benchmarks and comparable criteria.</p>
153	<p>Thank you for your letter detailing the proposed extension to the 20mph zone in Brincliffe.</p> <p>I am a local resident who both drives and cycles, and also have two primary age children with whom I cycle and walk to school. Both my work commute and the school run are along roads that would be affected by the scheme (Union Rd to Sharrow crossroads essentially).</p> <p>This scheme would hugely improve safety for me and my kids, and I have no concerns about increased journey times by car. There are enough traffic lights that I imagine journey times by car will be unaffected.</p> <p>I currently have concerns about letting my children ride on roads, or travel to school alone because of the speeds motorists travel on Montgomery/Wolstenholme/Osborne Roads. A 20mph zone (ideally with speed bumps) on these roads would be brilliant and massively improve access and safety.</p>
154	<p>Hello I live in the area and fully support the speed limit plans. I hope this will encourage safer driving and I do understand that there is no money to pay for speed bumps - imposing a speed limit is the best way forward</p>