



Report to Policy Committee

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

Tel: 07785384192

Report of: *Executive director of City Futures*

Report to: Transport, Regeneration and Climate Policy Committee

Date of Decision: *14 February 2024*

Subject: *Report objections to the Speed Limit Order for High Green 20mph*

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“The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended).”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

Purpose of Report:

To report details of the consultation response to proposals to introduce 20mph speed limits in High Green, report the receipt of objections to the Speed Limit Order and set out the Council’s response.

Recommendations:

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

- a) Approve that the High Green 20mph Speed Limit Order be made, as advertised,
- b) Note that objectors will then be informed of the decision by the Council's Traffic Regulations team and the order implemented on street subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.
- c) Approve the introduction of a part time 20mph limit on Greengate Lane outside Greengate Lane Academy subject to no road safety issues being identified through a Road Safety Audit (RSA) at the detailed design stage.

Background Papers:

Appendix A: consultation letter

Appendix B: Proposed scheme boundary

Appendix C: Objections to the SLO

Appendix D: Support to the SLO

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

Lead Officer Name: <i>Lisa Blakemore</i>	Job Title: <i>Senior Transport Planner</i>
Date: 10/01/2024	

1. PROPOSAL

1.1 In February 2011, Full Council adopted a motion 'To bring forward plans for city-wide 20mph limits on residential roads (excluding main roads)'. This led to the adoption of the Sheffield 20mph Speed Limit Strategy by the Cabinet Highways Committee on 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. Each speed limit is indicated by traffic signs and road markings only. They do not include any 'physical' traffic calming measures. To date 53 'sign only' 20mph areas have been completed as well as 12 child safety zones.

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

1.3 The Initial Business Case for the introduction of these 20mph speed limits was approved at Transport Board in August 2021.

This report details the consultation response to the introduction of these 20mph speed limits in High Green (as well as a part time, advisory 20mph speed limit on Greengate Lane outside Greengate Lane academy), reports the receipt of objections and sets out the Council's response.

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

1.5 The Programme for 23/24: Below are the schemes identified for the 23/24 financial year. Initial Business Cases were submitted in April and consultation is planned to start in the next couple of months.

- Brincliffe
- Earl Marshall
- Greenland
- Loxley

- Netherthorpe
- Bradway (funded from Road Safety Fund)

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 There is a proven relationship between motor vehicle speed and the number and severity of injury collisions. The Department for Transport's 20mph Research Study (November 2018) found that the introduction of sign-only 20mph speed limits did not lead to a significant change in collisions in the short term but concluded that further data is required to determine the long-term impact.
- 2.2 Over the longer term it is anticipated that a gradual increase in compliance with the 20mph speed limit will lead to a reduction in collisions, helping to create safer communities.
- 2.3 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:
- Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
 - the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 The intention to introduce each 20mph speed limit has been advertised in the local press, street notices put up throughout each affected area and letters delivered to all affected properties inviting residents to comment on the proposals (see Appendix A). The Cabinet Member for Transport and Development, local Ward Members and Statutory Consultees have been informed about the proposals.
- 3.1.1 There have been 2325 letters and A3 colour plans sent to each resident within the proposed boundary. Plans were also available on the Council's website, and additional larger plans were sent out to residents who struggled to view them. A large colour A1 plan was also placed in the parish council building.
- 3.1.2 The Council has a legal responsibility to comply with the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. This

states that “*An objection [to the making of a Traffic Regulation Order] shall be made in writing*”.

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

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

3.2 CONSULTATION RESPONSES

3.2.1 Out of 2325 letters delivered to all residents in the proposed boundary, there have been 61 responses to the consultation, 36 responses supported the proposals and 25 of these were objections to the scheme. The objections are presented in Appendix C and the support in Appendix D which are attached.

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

3.2.3 Several respondents were concerned about the air quality impact of the scheme. A study by the “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 slowly, 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:

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

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

3.2.4 Many respondents said that speeding is an issue in the area and there are roads that are often used as a racetrack. Speed limits can only be enforced by the police. Community concerns about speeding issues and requests for short-term enforcement at a particular location (for instance outside a school) should be reported to South Yorkshire Police’s Local Policing Teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number or online at <https://smartcontact.southyorkshire.police.uk/advice/driving-complaint/>

These will be directed to the correct Neighbourhood Policing Team (NPT) for them to deal with.

3.2.5

2 residents asked about why Springwood Road was excluded as this is perceived as a hot spot for speeding. The majority of Springwood Road does not meet the current criteria for inclusion in sign only 20mph scheme set out in paragraph 1.2 of this report. However, the 20mph scheme boundary does start outside Angram Bank Primary school on Springwood Road which is also where the main residential area on Springwood Road begins. This means that vehicle speeds will be lowered at the appropriate location to keep school children and residential areas safer. 2 residents have also said that Greengate Lane needs to be made 20mph. A part time, advisory school 20mph limit is proposed outside the School on Greengate Lane.

- 3.2.6 Some respondents have asked about the accident data that has led to this scheme being proposed. Residents can find collision data on roads logging onto www.crashmap.co.uk or via the Safer Roads Partnership website ([South Yorkshire Safer Roads Partnership \(sysrp.co.uk\)](http://SouthYorkshireSaferRoadsPartnership(sysrp.co.uk)))

The reasons that the Council is installing these schemes are outlined at the start of this report. The Council uses accident data to prioritise the schemes for delivery but it is committed to proposing the installation of 20mph limits on all suitable residential roads in Sheffield. It is intended that this limit will eventually be implemented in areas with very few accidents.

- 3.2.7 Many residents took the opportunity to bring other issues to the Council's attention, such as potholes, illegal parking and speeding motorbikes. These issues are outside the scope of this scheme, however the issues that are for the City Council to manage such as illegal parking have been sent to the relevant departments. Any criminal offences will need to be reported to the police.

- 3.2.8 11 respondents said that the scheme was a waste of time and money. The reason for these schemes is outlined at the start of this report. Many of these respondents said that the money should be used to repair potholes. Sheffield's Highway maintenance including pot hole repair is funded by the PFI. This scheme is funded by the Road Safety Fund and is limited to what type of highway work it can be used for. If this scheme did not go ahead, the finances saved would not be able to be used for highway maintenance.

Any specific areas of concern in relation to poor road surfaces or other highway maintenance issues can be reported via streetsahead@sheffield.gov.uk

3.3 OTHER CONSULTEES

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

3.3.2 Sustrans and Cycle Sheffield have not responded to this consultation.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

4.1 Equality Implications

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

4.2 Financial and Commercial Implications

4.2.1 The Outline Business case for the High Green 20mph scheme was approved by the Transport Board in September 2023.

The scheme will be funded by the Road Safety Fund

The estimated total capital cost of the scheme recommended by this report will be £120,152 and is broken down as follows:

£10,374 Transport costs and survey fees (including TRO costs, consultation costs)

£20,946 Amey design fees

Estimated construction cost £80,000

HMD fees £8,900

The estimated commuted sum cost for the scheme's future maintenance (revenue implication) is £25,000.

4.3 Legal Implications

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

- 4.3.2 The Department for Transport guidance ‘Setting Local Speed Limits’ encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly where the streets are being used by people on foot and on bicycles, there is community support and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.
- 4.3.3 The Council as traffic authority has the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984 (“the 1984 Act”). The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities’ Traffic Orders (Procedure) (England and Wales) Regulations 1996, must be followed and proper consideration given to all duly made representations. Those representations are presented for consideration in this report. The Council is empowered to place traffic signs indicating advisory part-time 20mph limits via their inclusion in the Traffic Signs Regulations and General Directions 2016 (Diagram 545.1).
- 4.3.4 In exercising the aforementioned powers, the Council is under a duty to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is considered to be fulfilling this duty in implementing the proposals in this report.

4.4 Climate Implications

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

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

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

4.4 Other Implications

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

5. ALTERNATIVE OPTIONS CONSIDERED

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

6. REASONS FOR RECOMMENDATIONS

- 6.1 The adoption of the Sheffield 20mph Speed Limit Strategy established the principle of introducing sign-only 20mph speed limits in all suitable residential areas. Reducing the speed of traffic in residential areas should, in the long term, reduce the number and severity of collisions, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.
- 6.2 Having considered the response from the public and other consultees it is recommended that the 20mph speed limit in High Green be implemented as, on balance, the benefits of the scheme in terms of safety and sustainability are considered to outweigh the concerns raised.
- 6.3 It is also recommended that a part time, advisory 20mph speed limit be introduced on Greengate Lane for the same reasons.

