

Sheffield 20mph Speed Limit Strategy

Collision data in potential 20mph speed limit area's, excluding A and B roads

Five years data: 01/01/2008 to 31/12/2012

Reference No.	Name	Streets Ahead Maintenance Programme				Total Collisions	Total Casualties	Rank by Collisions 01/01/08- 31/12/12	Budget Estimates calculated by Street Force , June/July 2012 and make an allowance for works cost, design fees, contingencies, commuted sum and advertising of TRO
		Zone	Area Name	Year	Carriageway start date				

Draft Programme 2014/15

C20	London Road	B43	Highfield	2013	Jul-13	37	38	2	£33,000	Streets Ahead works complet but high accident rankings; both were on the then-CA's shortlist
SE09*	Hackenthorpe	B74	Hackenthorpe	2013	Sep-13	25	26	3	£69,000 (with C-roads); £77,000 (without)	
N10	Deerlands	B15	Ecclesfield	2014	Mar-14	14	16	19=	N/A	Streets Ahead programme for 2014
NE09	Longley	B18	Longley	2014	Sep-14	14	19	19=	£57,000	
SW10	Greystones	B49	Greystones	2014	Apr-14	13	15	24=	£56,000	
NE08*	Southey Green	B18	Longley	2014	Sep-14	12	13	27=	N/A	
S05*	Heeley	B56	Meersbrook	2016	Aug-16	18	23	10=	N/A	
NE10*	Shirecliffe	B23	Upper Crabtree	2017	May-17	23	28	4	£55,000	Bring forward due to high accident ranking; Shirecliffe was on the then-CA's shortlist

Draft Programme 2015/16

S08*	Gleadless Valley	B62	Gleadless Valley	2013	Sep-13	21	25	5=	£000 (incl. Blackstock Road); £64,000 excl. Blacks	Streets Ahead works complet but high accident ranking; was on the then-CA's shortlist
SE04*	Woodhouse	B73	Coisely Hill	2015	Jan-15	44	52	1	N/A	Streets Ahead programme for 2015
S14*	M'head/G'hill/Beauchief	B58	Greenhill	2015	Aug-15	20	25	8	N/A	
NE06*	Firth Park	B21	Firth Park	2015	Jun-15	18	22	10=	N/A	
NE07*	Wincobank	B20	Low Wincobank	2015	Jul-15	15	21	15=	N/A	
E16	Hurlfield	B68	Common Side	2015	Jul-15	15	20	15=	N/A	
S01*	Sharrow Vale	B42	Sharrowvale	2015	May-15	14	18	19=	N/A	
C04	Lower Loxley	B09	Hallowmoor	2015	Mar-15	13	19	24=	£62,000	Bring forward due to high accident ranking; was on the then-CA's shortlist
C03*	Hillsborough	B32	Hillsborough	2017	Jun-17	18	20	10=	£40,000 (part. Say £80,000)	

* Data includes C-roads

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Appendix C

Sheffield 20mph Speed Limit Strategy - Proposed programme for 2014/15 and 2015/16

The intention is to co-ordinate the delivery of the majority of 20mph schemes with the Streets Ahead maintenance programme, whilst also addressing the areas with the very worst accident records.

There are currently 110 potential 20mph areas in Sheffield. Of the twelve areas with the worst accident records, three - Parson Cross West, Woodthorpe and Steel Bank / Crookesmoor - will be made subject to a 20mph limit this year. It is proposed to introduce the limit in the other nine areas by March 2016.

This would involve revisiting some areas (London Road, Hackenthorpe, Gleadless Valley) where Streets Ahead work has been completed. Other areas (Heeley, Shirebrook, Hillsborough) would receive a 20mph limit ahead of the maintenance programme.

The remaining three areas (Woodhouse, Meadowhead/Greenhill/Beauchief and Firth Park) would become 20mph areas in tandem with the core programme together with another eight high-ranking areas.

The projected cost for the 17 schemes listed is in the order of £430k in 2014/15 and £500k in 2015/16. LTP funding allocations have been recommended in the draft transport capital programme proposal at December's Cabinet Member for Highways decision meeting.

Notes

The sizes of the areas vary greatly. There will generally be more accidents in large areas than small areas. Without an analysis of the number of accidents per mile of road comparisons of accident data between areas can only give a general indication of the relative accident record.

The areas included in the programme are mostly bigger, and therefore more expensive, than those tackled so far.

At the current rate it will take perhaps ten years to complete the 20mph Strategy. Many of the areas with very low rankings are smaller, so it may be possible to deliver a greater number of schemes in future years.

The delivery rate is governed in part by the availability of staff resources: 20mph schemes could be introduced more quickly given additional resources for consultation, publicity and legal processes. Additional funding streams are being investigated, for example via Public Health as has been used in Manchester and Liverpool.

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Waiting Restrictions Assessment

TRAFFIC REGULATIONS REQUESTS - ASSESSMENT PROCESS

This assessment process applies to **Type 3** requests only.
(Type 3 = Non classified road, not bus routes and outside the City Centre)

The following assessment table should be filled in for each request and then appended to the request for future reference.

Street Name(s)			
Contact Name			
Reference No		Request Date	
Confirm No		Date Assessed	
Officer Assessing		Date Referred to CA	
		Ward	
		Assembly	
Basic Description of Problem			
CRITERIA	SCORE (true=1, false=0)	COMMENT	
The request refers to a problem near a community facility (school, shops, surgery, park, library, etc).			
The road is a through road			
The TRO will improve the passage of cars			
The TRO will improve the passage of buses and refuse vehicles as well			
The TRO will improve visibility and manoeuvring at corners.			
Pedestrians will benefit from the proposed TRO			
There will no material loss of parking			
The restriction will improve turn over of parking spaces			
TOTAL SCORE		≥5 = Keep for action ≤4 = Offer to Comm Assembly	

Estimated Cost of implementing this scheme is approx. £ .

This amount covers the TRO fees, scheme design and on-site works and is based on the scheme being included with several other small schemes (minimum 6) in one TRO. N.B. An additional cost of approx. £400 will apply if there are objections to the TRO. If you have any queries please contact Traffic Regulations Group on (0114) 2736086 or at traffic.regs@sheffield.gov.uk.

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Appendix E – Standard Streets Ahead Enhancements Request Reply

Thank you for your request for a crossing on Anywhere Road.

As you will be aware the Council is facing difficult financial times at present and the budget for highway works is extremely limited.

All requests are added to our city wide list of requests for transport improvements and then assessed using a process approved by Councillors. If your request receives a high score then it will be investigated further.

(Roads not yet treated).

Anywhere Road is programmed for Streets Ahead road maintenance works in 20nn. We will prioritise all requests on roads due for maintenance the year before.

OR

(Roads already treated)

Anywhere Road was programmed for Streets Ahead road maintenance works in mid 2013. Any requests for this time period have already been assessed. However your request will remain on file and be assessed once the core Streets Ahead work is completed.

The Council's Streets Ahead programme of road maintenance will see the vast majority of roads (including footpaths and grass verges) in Sheffield brought up to an improved standard during Amey's core investment programme, over the next five years. The project divides the City into 108 zones and our efforts will focus on coordinating new highway works with these zones. All requests will be assessed and prioritised to align with the Amey's programme unless unusual or urgent circumstances indicate the need for immediate action. All requests remain on the list, unless they have been built or actioned.

You can see the Streets Ahead programme on the City Council web page as it applies to all of Sheffield's roads.

<https://www.sheffield.gov.uk/roads/works/schemes/streetsaheadproject/works-schedules/works-map.html>

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Appendix F – Standard 20 mph Request Reply

On 8 March 2012, the City Council Cabinet Highways Committee approved the 'Sheffield 20mph Speed Limit Strategy', the long-term aim of which is to establish 20mph as the maximum speed in appropriate residential areas of Sheffield.

The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in driver attitude. The aim, therefore, is to build a community acceptance that 20mph is the appropriate maximum speed to travel at in residential areas.

Seven signs-only 20mph speed limit areas will be implemented by March 2014. After that date 20mph speed limit areas will be prioritised by a city-wide comparison of the number and severity of accidents in suitable areas, with a view to introducing the new speed limit into residential areas on a 'worst first' basis.

In order to coordinate this with the PFI Streets Ahead programme, schemes will still be prioritised by their accident record, but will be limited to those areas included in that year's Streets Ahead programme.

Physical traffic calming measures have proved effective at controlling speeds and reducing accidents, but are extremely expensive (the cost of just one kerb to kerb speed hump is in excess of £5000). Funding from central government for new highway schemes has been significantly reduced, leaving us with insufficient finance to implement traffic calming schemes using physical measures such as humps or cushions.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas and to reduce the impact of traffic on our neighbourhoods. The Council does, however, continue to invest in accident saving schemes and in road safety education, training and publicity targeted primarily at areas with the highest number of accidents.

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Appendix G – Standard Waiting Restrictions Request Reply

Request for double yellow lines on Anywhere Street

Thank you for your request, concerning the above which we received in our office on the dd month year.

Unfortunately, the City Council has suffered Central Government cuts of £50M for the current financial year which has equated to a serious cut in Transport, Traffic and Parking Services budget.

You may, however, be aware of the Council's 'Streets Ahead' programme of road maintenance. This project will see the majority of roads in Sheffield brought up to an improved standard over the next five years. The project divides the City into 108 work zones.

In order to obtain the best value from our remaining funds we have aligned our highways new works programmes with those of the Streets Ahead Highways Maintenance Contractor, Amey. It follows that wherever maintenance work is carried out under this contract we combine our works with Amey's.

This request for double yellow lines on Anywhere Road has been placed on our master list of all highways requests and will be considered when the opportunity arises through the Streets Ahead programme. For further details please look at the following link:

<https://www.sheffield.gov.uk/roads/works/schemes/streetsaheadproject.html>

However please be aware that due to our heavily reduced budget it is unlikely that funding will be available to carry out the changes you are requesting.

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Appendix H – Standard Permit Parking Request Reply

Re: Request for permit parking scheme, Anywhere Road (our ref xxxxxx)

Thank you for your enquiry regarding the above.

At present, we have in excess of 130 outstanding requests for permit parking schemes throughout the city. Regrettably, the Council does not have the finances or resources to investigate all outstanding requests at this time. We are presently prioritising permit parking zones around the immediate edge of the city centre; therefore, I am unlikely to be able to investigate your request further at this time.

I have, however, added your request to our list of outstanding requests, so that it can be given further consideration at such time resources become available. It is our intention to progress a number of Permit Parking schemes in the coming years, and potential future schemes are prioritised with reference to:

- Proximity to the city centre;
- Potential displacement from existing permit parking schemes or schemes to improve traffic flow on main routes;
- The impact of new developments;
- Requests from the public.

I appreciate this may not be the answer you were hoping for, however I hope you will find this information useful. If you have any questions, or if you require any further information, please do not hesitate to contact me.

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