

# Cabinet Highways Committee

---

**Thursday 13 September 2012 at 1.30 pm**

**To be held at the Town Hall, Pinstone  
Street, Sheffield, S1 2HH**

**The Press and Public are Welcome to Attend**

## **Membership**

---

Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott

## **Substitute Members**

In accordance with the Constitution, Substitute Members may be provided for the above Committee Members as and when required.

---

---

## **PUBLIC ACCESS TO THE MEETING**

---

The Cabinet Highways Committee discusses and takes decisions on significant or sensitive highways matters under the Highways Act 1980 and the Road Traffic Regulation Act 1984. These include the approval of Traffic Regulation Orders, the designation of controlled parking zones and approval of major transport scheme designs.

A copy of the agenda and reports is available on the Council's website at [www.sheffield.gov.uk](http://www.sheffield.gov.uk). You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Members of the public have the right to ask questions or submit petitions to Cabinet Highways Committee meetings. Please see the website or contact Democratic Services for further information.

Cabinet Highways Committee meetings are normally open to the public but sometimes the Committee may have to discuss an item in private. If this happens, you will be asked to leave. Any private items are normally left until last. If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room.

Decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 6374 or email [simon.hughes@sheffield.gov.uk](mailto:simon.hughes@sheffield.gov.uk).

---

## **FACILITIES**

---

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

---

**CABINET HIGHWAYS COMMITTEE AGENDA  
13 SEPTEMBER 2012**

**Order of Business**

---

- 1. Welcome and Housekeeping Arrangements**
- 2. Apologies for Absence**
- 3. Exclusion of Public and Press**  
To identify items where resolutions may be moved to exclude the press and public
- 4. Declarations of Interest**  
Members to declare any interests they have in the business to be considered at the meeting
- 5. Minutes of Previous Meeting**  
To approve the minutes of the meeting of the Committee held on 12 July 2012
- 6. Public Questions and Petitions**  
To receive any questions or petitions from members of the public
- 7. Items Called in for Scrutiny/Referred to Cabinet Highways Committee**
- 8. Petitions**
  - (a) New Petitions  
To report the receipt of petitions (a) containing 231 signatures requesting official signage to the top part of Pingle Road, (b) containing 1425 signatures objecting to the plans for Chaucer, Buchanan Road, (c) containing 192 signatures objecting to parking bays on Buchanan Road and (d) containing 704 signatures objecting to the parking on Angram Road from church goers.
  - (b) Outstanding Petitions  
Report of the Executive Director, Place
- 9. Sheffield 20 mph Speed Limit Strategy: Programme for 2012/13 and 2013/14**  
Report of the Executive Director, Place.

**NOTE: The next meeting of Cabinet Highways Committee will be held on Thursday 11 October 2012 at 1.30 pm**

---

## ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

---

A new Standards regime was introduced on 1<sup>st</sup> July, 2012 by the Localism Act 2011. The new regime made changes to the way that your interests needed to be registered and declared. Prejudicial and personal interests no longer exist and they have been replaced by Disclosable Pecuniary Interests (DPIs).

The Act also required that provision is made for interests which are not Disclosable Pecuniary Interests and required the Council to introduce a new local Code of Conduct for Members. Provision has been made in the new Code for dealing with “personal” interests.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council’s website as a downloadable document at -<http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests>

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email [lynne.bird@sheffield.gov.uk](mailto:lynne.bird@sheffield.gov.uk)

## **MEETING OF THE CABINET HIGHWAYS COMMITTEE**

**held 12 July 2012**

PRESENT: Councillors Leigh Bramall (Chair), Harry Harpham, Bryan Lodge and Jack Scott

.....

1. **APPOINTMENT OF DEPUTY CHAIR**

1.1 RESOLVED: That Councillor Bryan Lodge be appointed Deputy Chair of the Committee for the 2012/13 municipal year.

2. **APOLOGIES FOR ABSENCE**

2.1 There were no apologies for absence.

3. **DECLARATIONS OF INTEREST**

3.1 There were no declarations of interest.

4. **MINUTES OF LAST MEETING**

4.1 The minutes of the meeting of the Committee held on 14 June 2012 were approved as a correct record.

5. **PUBLIC QUESTIONS AND PETITIONS**

5.1 There were no public questions or petitions.

6. **ITEMS CALLED-IN FOR SCRUTINY/REFERRED TO CABINET HIGHWAYS COMMITTEE**

6.1 There were no items called-in for Scrutiny or referred to the Cabinet Highways Committee.

7. **PETITIONS**

7.1 New Petitions

The Chair reported that he had received two petitions, both in relation to the Chaucer Public Realm – Buchanan Road scheme, one containing 1425 signatures and one containing 192 signatures. These would be forwarded to the Head of Transport and Highways and a response would be provided to a future meeting of this Committee.

7.2 Outstanding Petitions List

The Committee received and noted a report of the Executive Director, Place setting out the position on outstanding petitions that were being

investigated.

## 8. **UPPERTHORPE PERMIT PARKING SCHEME**

8.1 The Executive Director, Place submitted a report informing Members of the outcome of the Traffic Regulation Order advertisement of the proposed Permit Parking scheme in Uppertorpe and Netherthorpe and recommending the Committee proceed with making a Traffic Regulation Order (TRO) and implementation of the scheme subject to a number of alterations made following consultation responses.

8.2 The Chair reported that he believed, after careful consideration, that consideration of the scheme should be deferred to a future meeting of the Committee to allow further consideration of the history of the scheme prior to a decision on the scheme.

8.3 Councillor Ben Curran, a local Ward Councillor, made representations to the Committee outlining feedback he had received from local residents who believed some of the comments made during the consultation process had not been accurately reflected in the report. Highways officers had also agreed to a site visit with local residents which had not taken place. Overall, he did not believe the scheme had a mandate to proceed from the results of the consultation and this was a view shared by his fellow Ward Councillors and Paul Blomfield M.P

8.4 The Chair thanked Councillor Curran for his feedback and commented that this showed that further consideration needed to be given by himself and fellow Members of the Committee of the history and background of the scheme and whether there had been a public mandate to proceed with the scheme.

8.5 **RESOLVED:** That the Committee defers a decision on the scheme subject to further consideration of the history and background of the scheme.

### 8.6 **Reasons For The Decision**

8.6.1 To allow further consideration of the history and background of the Uppertorpe Permit Parking Scheme.

### 8.7 **Alternative Options Considered And Rejected**

8.7.1 To approve the recommendations in the report.

## 9. **ECCLESALL ROAD TRAFFIC REGULATION ORDER**

9.1 The Executive Director, Place submitted a report setting out the response to advertised amendments to loading and waiting restrictions on Ecclesall Road, Ecclesall Road South, Moore Street (Charter Row side) and associated side roads.

- 9.2 Councillor Diana Stimely, a local Ward Councillor, attended the meeting to make representations to the Committee in respect of the scheme. She commented that the Banner Cross Traders Association were concerned about a lack of turnover of parking in their area leading to potential shoppers driving off and driving elsewhere and that their businesses would be affected as people would not be able to park in the area.
- 9.3 In response, David Whitley, Highways Officer, reported that – following a similar comment about shoppers driving off and shopping elsewhere - a survey of visitors had been undertaken in the Sharrow Vale area which found that when visitors could not park where they originally wanted, very little trade was lost as they just found alternative local parking opportunities.
- 9.4 On the wider issue, David Whitley, Highways Officer, commented that although parking spaces would be lost, parking surveys have shown that the existing parking demand in the area could still be met. In addition, Officers had attempted to consider the needs of local traders throughout either through reducing the length of the planned restrictions, allowing loading to take place on the proposed double yellows, or (in one location) proposing double yellows on the residential (where alternatives to the rear of properties are currently available) rather than business side of Ecclesall Road.
- 9.5 Members commented that the proposals should ease congestion in the area which was a good way of encouraging trade. They requested that pay and display bays be introduced in the Banner Cross shopping area to encourage trade in the area.
- 9.6 **RESOLVED:** That the Committee:-
- (a) overrules the objections and requests that the Traffic Regulation Order be made in accordance with the Road Traffic Regulation Act 1984;
  - (b) approves the making and implementation of Traffic Regulation Orders as shown in plans TM-BN721-07-TRO, TM-BN726-P2-TRO and TMBN721-02-TRO in Appendix A of the report; and
  - (c) requests that consideration be given to installing pay and display parking bays in the Banner Cross Shopping area to be funded as part of the scheme.
- 9.7 **Reasons for the Decision**
- 9.7.1 The Council had carried out extensive survey work and a comprehensive consultation exercise on Ecclesall Road. Based on the feedback, requests and information received, it was recommended to continue to progress with implementing the Ecclesall Road Smart Route, with implementing additional loading and waiting restrictions in three locations along the corridor being the next phase of the wider implementation plan.

**9.8 Alternative Options Considered And Rejected**

- 9.8.1 Officers considered the degree of outline support for proposals and the content of each individual comment received. Not implementing these proposed interventions was an option, but would be contrary to “working better together” value of the Council Plan “Standing up for Sheffield”.
- 9.8.2 Other options considered included widening Ecclesall Road (outbound) slightly between Rustlings Road and Greystones Road. The change in kerb location would involve significant costs associated with moving statutory undertakings plant. Implementing parking restrictions in this section rather than widening provides the same benefit for much less cost.
- 9.8.3 In terms of not carrying out the implementation of changes advertised in the Traffic Regulation Orders, doing nothing was an option, but would lead to a continuation of a less effective use of highway capacity along the corridor.

Signed \_\_\_\_\_ (Chair)

Date \_\_\_\_\_





## SHEFFIELD CITY COUNCIL Cabinet Highways Committee

---

**Report of:** EXECUTIVE DIRECTOR, PLACE

---

**Date:** 13 September 2012

---

**Subject:** OUTSTANDING PETITIONS LIST

---

**Author of Report:** Sue McGrail 0114 2734404

---

**Summary:**

List of outstanding petitions received by Transport & Highways

---

**Recommendations:**

To Note

---

**Background Papers:** None

---

**Category of Report:** OPEN

---

No.	No. of Sigs	Description Of The Petition	Reported To Meeting On	Responsibility	Outcome Of Investigation To Be Reported To	Comments
1..	105	Concerning the volume of traffic travelling through Ecclesfield via Church Street, St Mary's Lane, Wheel Lane and Stocks Hill.	14 4 11	Transport Vision	Northern Community Assembly	Transport Vision team to prepare a report. To be considered as part of HGV review by Cabinet Highways Committee Summer 2012
2..	1269	Objecting to Heavy Good Vehicles using the lanes in the Mayfield Valley ad requesting an all vehicle speed limit	1 6 11	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
3..	33	Requesting a ban of HGV's on Abbey Lane	9 6 11	Scheme Design	Cabinet Highways Committee	Under investigation – to report back as part of a city wide assessment of lorry movements/control/signing. Report to Cabinet Highways Committee in Summer 2012.
4.	1269	Objecting to heavy goods vehicles using the lanes in the Mayfield Valley and requesting an all-vehicle speed limit	14 7 11	Scheme Design	Cabinet Highways Committee	See no. 3 above
5.	35	Request for a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	13 10 11	Project Delivery North	North East Community Assembly	Under Investigation. To report to Community Assembly in September 2012
6.	136	Request for speed bumps and calming measures on Hillfoot Road, Totley	8 12 11	Project Delivery South	South West Community Assembly	To report to July South West Community Assembly meeting.
7.	25	Request for yellow lines on the corners surrounding Windmill Hill School	9 2 12	Project Delivery North	Northern Community Assembly	Report to be prepared for consideration by Northern Community Assembly in September.

8.	5	Request for the installation of double yellow lines at the two junctions of Midhill Crescent and Midhill Road	9	2	12	Project Delivery South	South Community Assembly	Report to be prepared for consideration by South Community Assembly
9.	26	Request for Parking Permits to be re-instated on the terraced side of Clarence Road, Hillsborough	8	3	12	Transport Vision	Cabinet Highways	To be considered in conjunction with the next 6 monthly review of the Hillsborough Permit Parking Scheme.
10.	26	Request for improvements to the safety of pedestrians in roads surrounding Hallam Grange Primary School	8	3	12	Project Delivery South	SW Community Assembly	To be considered by the SW Community Assembly
11.	46	Request from Woodhouse tenants and Residents Association for Spa Lane and Skelton lane to be made one way.	12	4	12	Scheme Design	South East Community Assembly	Under investigation. A verbal briefing was been given to South East Assembly members in June. Ward Members have requested a meeting with officers to discuss options ahead of a report going to the CA.
12.	192	Objections to proposed parking bays outside shops on Buchanan Road	13	7	12	Scheme Design	Cabinet Highways	
13.	1425	Objections to proposed plans for Chaucer Road and Buchanan Road	13	7	12	Scheme Design	Cabinet Highways	

This page is intentionally left blank



## SHEFFIELD CITY COUNCIL Cabinet Highways Report

---

**Report of:** Executive Director, Place

---

**Date:** 13<sup>th</sup> September 2012

---

**Subject:** SHEFFIELD 20MPH SPEED LIMIT STRATEGY –  
IMPLEMENTATION PROGRAMME 2012/13 & 13/14

---

**Author of Report:** Simon Nelson, 2736176

---

### **Summary:**

This report seeks endorsement for a programme to introduce seven sign-only 20mph schemes, one in each Community Assembly area, by March 2014.

---

### **Reasons for Recommendations:**

Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

In the last five years over 10% of the traffic accidents occurring in residential areas of Sheffield took place within the seven 20mph speed limit areas proposed in this report.

### **Recommendations:**

Approve the programme of works described in paragraph 4.7, 4.12 and 4.13 of this report.

Prioritise the introduction of future 20mph schemes by both their accident record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.

---

**Background Papers:** NONE

---

**Category of Report:** OPEN

---

## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Matt Bullock
<b>Legal Implications</b>
YES Cleared by: Deborah Eaton
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
NO
<b>Economic impact</b>
NO
<b>Community safety implications</b>
NO
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
ALL
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Culture, Economy and Sustainability
<b>Is the item a matter which is reserved for approval by the City Council?</b>
NO
<b>Press release</b>
YES

## **SHEFFIELD 20MPH SPEED LIMIT STRATEGY – IMPLEMENTATION PROGRAMME 2012/13 & 13/14**

### **1.0 SUMMARY**

- 1.1 This report seeks endorsement for a programme to introduce seven sign-only 20mph schemes, one in each Community Assembly area, by March 2014.

### **2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?**

- 2.1 Reducing the average speed of drivers in residential areas would, over time, bring about a reduction in the number and severity of traffic accidents, thus helping to create *safe and secure communities*. Implementing the schemes described in this report together with an ongoing programme of publicity and driver education would contribute to the creation of a safer residential environment and a *Great Place to Live*.

### **3.0 OUTCOME AND SUSTAINABILITY**

- 3.1 These schemes represent a first step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas. This will contribute to the delivery of:

- the '*sustainable and safe transport*' objective of the Corporate Plan;
- Policy W of the Sheffield City Region Transport Strategy 2011-2026 (*To encourage safer road use and reduce casualties on our roads*); and
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*)

### **4.0 REPORT**

#### Introduction

- 4.1 On 8<sup>th</sup> March 2012 Cabinet Highways Committee approved the Sheffield 20mph Speed Limit Strategy, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one within each Community Assembly, during the financial years 2012/13 and 2013/14.
- 4.2 Officers have since been engaged in discussions with each Community Assembly to identify a preferred location for each 20mph area, in keeping with the principles approved in March 2012:
- 20mph speed limits will comprise traffic signs and road markings only

- The use of 20mph speed limits is restricted to suitable residential areas
- A- and B-class roads, major bus routes, and roads with an existing speed limit of 40mph or more will not be made subject to a 20mph speed limit
- There will be a presumption against including C-class roads (generally local distributor roads) within new 20mph speed limit areas
- Each area nominated should include at least one school; any 'School Keep Clear' markings would be checked and a Traffic Regulation Order introduced to prohibit parking, waiting and loading
- The cost of the seven areas (including design time and future maintenance) should average approximately £40,000

4.3 The discussions were guided by officers who provided:

- a map of the Assembly area showing the classified road network, school locations, existing 20mph areas and areas that would be suited to the introduction of a 20mph speed limit;
- five years of accident data for each of those areas; and
- a costed example to give an indication of the size of area that would fit the funding parameters

4.4 At a series of briefing meetings, Members of each Assembly were asked to draw on this information along with their knowledge of the likely levels of support for 20mph schemes in the areas they represent and nominate up to three potential schemes. Street Force prepared a Budget Estimate for each area that included allowances for works cost, fees, contingencies, the advertisement of a Traffic Regulation Order and a commuted sum to pay for future maintenance. Any area that was considered to be unaffordable at present was either ruled out or the area reduced in size to bring the cost closer to the funding allocation.

4.5 It was explained to each Assembly that the intention was to implement their 'first choice' scheme, subject to the above criteria being met; also, that second- or third- choice schemes may be progressed instead should they offer a better opportunity to co-ordinate works with the Highways PFI Contractor Amey's emerging Streets Ahead maintenance programme.

4.6 The result of these discussions is contained in Appendix A – a costed, prioritised shortlist of the potential 20mph schemes nominated by each assembly.

#### Proposed 20mph speed limit schemes

4.7 It is recommended that the following areas should be made subject to a



20mph speed limit. The reasoning for the choice of areas is set out in Appendix B. A drawing showing the extent of each area is contained in Appendix C.

Community Assembly	Proposed 20mph speed limit area
Central	Walkley (southern part)
East	Woodthorpe
North East	Parson Cross (western part)
Northern	Spink Hall (Stocksbridge)
South	Lowedges
South East	Charnock
South West	Steel Bank

#### Further Consultation

- 4.8 Before a 20mph scheme is implemented all households within the prospective area will receive a leaflet explaining the long-term aims and short-term limitations of sign-only 20mph speed limits, with residents invited to comment on or object to the introduction of a 20mph Traffic Regulation Order and 'School Keep Clear' Order. Objections would be reported to a future meeting of the Cabinet Highways Committee.
- 4.9 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy and will be consulted on proposals for each individual area.
- 4.10 Officers are in ongoing discussions with South Yorkshire Police regarding the design and development of 20mph sign-only schemes to achieve the appropriate level of support for and enforcement of 20mph speed limits.

#### Implementation programme

- 4.11 The seven schemes represent a rolling programme to be completed by March 2014. Wherever possible it is proposed to co-ordinate the introduction of a 20mph speed limit with Amey's core Streets Ahead work. Whilst this will not produce a significant financial saving, coordinating this non-core work with the Streets Ahead programme would reduce disruption, demonstrate a joined up approach to service delivery and add to the impact of the new 20mph speed limits.
- 4.12 Subject to the successful resolution of any objections to the Traffic Regulation Order, it is proposed that the Lowedges and Woodthorpe 20mph areas be introduced first, by the end of the current financial year.
- Lowedges does not appear in the provisional Streets Ahead programme until 2014, beyond the finish date for the inaugural 20mph limit programme. As the two pieces of work cannot be co-ordinated it

would be best to have the speed limit in place as soon as possible to create a separation between the two projects.

- Woodthorpe, Steel Bank and Walkley (south) and Spink Hall do not appear in the Streets Ahead programme until 2017 and so these 20mph limits could be introduced at any time between now and March 2014 while maintaining a reasonable separation to the Streets Ahead works. It is recommended that Woodthorpe should be first as it has the highest accident record of these areas.
- 4.13 The remaining five areas will be introduced during 2013/14 (again subject to the resolution of any objections). In the case of Charnock and Parson Cross (west) the introduction of the 20mph limits would be timed to tie in with the Streets Ahead maintenance programme.
- 4.14 The cost of advertising Traffic Regulation Orders, including Orders to prohibit parking, waiting and loading on 'School Keep Clear' markings within 20mph areas, will be minimised by advertising a number of schemes at one time.
- 4.15 The success of the 20mph Speed Limit Strategy hinges on the willingness of the Sheffield public to alter their own behaviour when driving in these areas. That will not be achieved by traffic signs and road markings alone. The roll out of the strategy will be backed up with long-term investment in both driver and community education with publicity to keep the focus on driving behaviour in all residential areas whether or not they are subject to a 20mph limit. It may be possible to realise a short-term, marginal adjustment in behaviour amongst some drivers simply by erecting the '20' signs, but it will be a far lengthier project to achieve the goal of a fundamental change in driving behaviour.

#### Future 20mph schemes

- 4.16 The report to Cabinet Highways Committee in March 2012 recommended that post March 2013, 20mph speed limits should 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.
- 4.17 This report proposes an amendment to that approach to better co-ordinate the roll-out of 20mph limit areas with the Streets Ahead programme. It is recommended that in any one financial year potential 20mph areas are prioritised by their accident record but that implementation of 20mph schemes should be limited to those areas included in that year's Streets Ahead programme.

#### Relevant Implications

- 4.18 The seven 20mph areas described in this report are to be funded from an approved allocation of £140,000 from this year's 2012/13 Local Transport Plan (LTP) programme, with continued funding as a priority allocation in

future years.

- 4.19 The financial allocations include an allowance for
- a commuted sum to cover the cost of the future maintenance, payable to Amey under the terms of the Streets Ahead contract; and
  - ongoing publicity to promote the benefits of lower speeds in residential areas
- 4.20 To be fair to Community Assemblies that have nominated less expensive areas, it is proposed to cap LTP funding at £47,000 per 20mph scheme. Where the Budget Estimate exceeds £47,000, the Assembly has been asked to contribute the difference from their own budgets.
- 4.21 East Community Assembly has agreed to contribute £6,500 to the cost of introducing a 20mph speed limit in Woodthorpe; this contribution has still to be ratified under the Assembly's internal financial procedures.
- 4.22 The Council has a statutory duty to promote road safety and to ensure that any measures it promotes and implements are reasonably safe for all users. In making decisions of this nature the Council must be satisfied that the measures are necessary to avoid danger to pedestrians and other road users or for preserving or improving the amenities of the area through which the road runs. Providing that the Council is so satisfied then it is acting lawfully and within its powers.
- 4.23 The intention to make the Traffic Regulation Orders required to introduce each 20mph speed limit and School Keep Clear restriction will be advertised and any objections will be reported to a future meeting of the Cabinet Highways Committee. Should no objections to an Order be received that Order will be made in accordance with the Road Traffic Regulation Act 1984.
- 4.24 An Equality Impact Assessment has been conducted and concludes that safer roads and reduced numbers of accidents involving traffic and pedestrians will fundamentally be positive for all local people regardless of age, sex, race, faith, disability, sexuality, etc. However, the most vulnerable members of society (i.e. the young, elderly, disabled and carers) will particularly benefit from this initiative. No negative equality impacts have been identified.

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 Each Community Assembly considered a number of alternative areas that could potentially benefit from the introduction of a 20mph speed limit.

## **6.0 REASONS FOR RECOMMENDATIONS**

- 6.1 Reducing the speed of traffic in residential areas will, in the long term, reduce the number and severity of accidents, reduce the fear of

accidents, encourage sustainable modes of travel and contribute towards the creation of a more pleasant, cohesive environment.

- 6.2 In the last five years over 10% of the traffic accidents occurring in residential areas of Sheffield took place within the seven 20mph speed limit areas proposed in this report.

## **7.0 RECOMMENDATIONS**

- 7.1 Approve the programme of works described in paragraph 4.7, 4.12 and 4.13 of this report.
- 7.2 Prioritise the introduction of future 20mph schemes by both their accident record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.

Simon Green  
Executive Director, Place

13<sup>th</sup> September 2012

## Sheffield 20mph Speed Limit Strategy Community Assembly Nominations

Note:

1. Assemblies have been asked to nominate potential 20mph speed limit areas that conform to the principles approved by Cabinet Highways Committee in March 2012 and would cost circa £40,000 to introduce.
2. Budget Estimates have been calculated by Street Force, during June and July 2012 and include an allowance for works cost, fees, contingencies, commuted sum to pay for future maintenance, and the advertisement of a Traffic Regulation Order

	Nominated Area	Ref No.	Why?	Why not?	Budget Estimate	2 <sup>nd</sup> ; 3 <sup>rd</sup> choices
Central	<p><b>Walkley</b></p> <p>(south part, including Crookesmoor Road/Addy Street)</p>	C09	<ul style="list-style-type: none"> <li>• Links in to an existing 20mph scheme (which includes Addy Street)</li> <li>• Previous requests, Members feel it will be popular</li> <li>• There have been a relatively high number of accidents (Walkley as a whole ranks 2nd in Central, Walkley (southern part) is still 7<sup>th</sup>)</li> <li>• On budget</li> </ul>	<ul style="list-style-type: none"> <li>• No schools</li> <li>• Crookesmoor Road/Addy Street is a 'C' road</li> </ul>	£40,207	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: C07 <b>Hillfoot</b> &amp; C09 <b>Walkley (northern part)</b>. Petition in Hillfoot; two schools; but expensive - £52,971 with no offer of a contribution from the CA</li> <li>• 3<sup>rd</sup>: C09 <b>Walkley (northern part)</b>. As Walkley (southern) but fewer accidents; one school; affordable - £35,591</li> </ul>

	<b>Nominated Area</b>	<b>Ref No.</b>	<b>Why?</b>	<b>Why not?</b>	<b>Budget Estimate</b>	<b>2<sup>nd</sup>; 3<sup>rd</sup> choices</b>
<b>East</b>	<b>Woodthorpe</b>  (including Nodder Road and Hastilar Road South)	E15	<ul style="list-style-type: none"> <li>• Woodthorpe has the highest number of accidents in East, and ranks 6th in the city) – the Assembly are keen to do the worst area first</li> <li>• The CA have confirmed it will contribute to the cost of the scheme</li> <li>• One school</li> </ul>	<ul style="list-style-type: none"> <li>• Includes two 'C' roads, Hastilar Road South and Nodder Road</li> <li>• Budget estimate increases to £58,310 if 'C' roads are omitted – there is no guarantee that the Assembly will fund the increased cost</li> </ul>	£53,408	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: E02 <b>Darnall</b>. Ranks 2<sup>nd</sup> for accidents in East; two schools; affordable - £38,279</li> </ul>
<b>North East</b>	<b>Longley</b>	NE09	<ul style="list-style-type: none"> <li>• Has the fourth highest number of accidents in the North East CA area</li> <li>• Highest number of child accidents in the city</li> <li>• One school</li> <li>• Was to become a traffic calmed Child Safety Zone – this didn't happen due to lack of funds</li> </ul>	<ul style="list-style-type: none"> <li>• Cost – exceeds the target cost of £40,000; no agreed contribution from the Assembly</li> </ul>	£56,401	<ul style="list-style-type: none"> <li>• The Assembly declined to nominate a second area</li> </ul>

	Nominated Area	Ref No.	Why?	Why not?	Budget Estimate	2 <sup>nd</sup> ; 3 <sup>rd</sup> choices
Northern	Spink Hall	N02	<ul style="list-style-type: none"> <li>• Has the worst accident record in Northern CA once accidents on 'C' roads are discounted</li> <li>• It has the highest number of child accidents in Northern</li> <li>• Encompasses four schools</li> </ul>	<ul style="list-style-type: none"> <li>• Cost – exceeds the target cost of £40,000; no agreed contribution from the Assembly</li> </ul>	£46,739	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: N05 <b>High Green (south of Wortley Road)</b>. One school; affordable - £40,018</li> <li>• 3<sup>rd</sup>: N16 Stannington (north of Stannington Road). Two schools; £43,826</li> </ul>
South	Lowedges (including Lowedges Road)	S16	<ul style="list-style-type: none"> <li>• One school</li> <li>• Self-contained so no through traffic</li> <li>• The areas in South that have more accidents are generally much larger and therefore more expensive than Lowedges. Similar sized areas have a similar number or fewer accidents</li> <li>• On budget</li> </ul>	<ul style="list-style-type: none"> <li>• Includes a 'C' road – Lowedges Road – though it only serves this area, not through traffic</li> </ul>	£39,609	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: S08 <b>Gleadless Valley (excluding Blackstock Road)</b>. One school; unaffordable - £63,811 with no offer of a contribution from the CA</li> </ul>

	Nominated Area	Ref No.	Why?	Why not?	Budget Estimate	2 <sup>nd</sup> ; 3 <sup>rd</sup> choices
South East	Charnock	SE07	<ul style="list-style-type: none"> <li>• One school</li> <li>• Self-contained so no through traffic</li> <li>• The areas in South East that have more accidents are generally much larger and therefore more expensive than Charnock. Similar sized areas have a similar number or fewer accidents</li> <li>• Within budget</li> </ul>		£29,495	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: SE09 <b>Hackenthorpe</b> (Part, north of Sheffield Road/Beighton Road. Birley Spa Lane - a 'C' road - included). Ranks 4<sup>th</sup> in the city for accidents; three schools; exceeds budget - £57016; cost increases to £68,855 if 'C' roads omitted</li> </ul>
South West	Steel Bank	SW02	<ul style="list-style-type: none"> <li>• One school</li> <li>• Accidents: Steel Bank ranks 3<sup>rd</sup> in South West (the highest ranking affordable scheme)</li> <li>• The Assembly feel it will be popular</li> </ul>	<ul style="list-style-type: none"> <li>• Cost – exceeds the target cost of £40,000; no agreed contribution from the Assembly</li> </ul>	£46,072	<ul style="list-style-type: none"> <li>• 2<sup>nd</sup>: SW14 <b>Dore</b>. Two schools; very large area; similar accidents to Steel Bank; unaffordable - £62,272</li> <li>• 3<sup>rd</sup>: SW10 <b>Greystones</b>. Three schools; similar accidents to Steel Bank; unaffordable - £56,083</li> </ul>



# Sheffield 20mph Speed Limit Strategy

## Recommended 20mph Speed Limit Areas

Note:

1. Assemblies have been asked to nominate potential 20mph speed limit areas that conform to the principles approved by Cabinet Highways Committee in March 2012 and would cost circa £40,000 to introduce.
2. Given the limited budget available, and to be fair to Assemblies that have nominated less expensive areas, it is proposed that a cap of £47,000 per 20mph area be set on central funding. Where the Budget Estimate exceeds £47,000, the Assembly has been asked to contribute the difference.
3. Budget Estimates have been calculated by Street Force, during June and July 2012 and include an allowance for works cost, fees, contingencies, commuted sum to pay for future maintenance, and the advertisement of a Traffic Regulation Order

Page 21

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
Central	<p><b>Walkley</b></p> <p>(south part, including Crookesmoor Road/Addy Street)</p>	C09	<ul style="list-style-type: none"> <li>• Central Assembly's first choice scheme</li> <li>• Walkley has the second highest accident rate in Central, Walkley (southern part) ranks 7<sup>th</sup> when Walkley is divided into 'north' and 'south'</li> <li>• Previous requests; the Assembly feel it will be popular</li> <li>• Officers feel that it would be a reasonable to include Crookesmoor Road and Addy Street – a 'C' class route – as the lower part of Addy Street is already subject to a 20mph speed limit</li> <li>• While there are no schools in the area the Assembly believe that many young families will benefit from a lower speed limit</li> <li>• The estimated cost is within the budget</li> </ul>	£40,207	N/A

	<b>Recommended Area</b>	<b>Ref No.</b>	<b>Reasons for recommendation</b>	<b>Budget Estimate</b>	<b>Assembly Contribution</b>
<b>East</b>	<b>Woodthorpe</b>  (including Nodder Road and Hastilar Road South)	E15	<ul style="list-style-type: none"> <li>• East Assembly's first choice scheme</li> <li>• Woodthorpe has the highest residential accident rate in East (6th in the city). The Assembly were keen to nominate the 'worst first'</li> <li>• One school, Woodthorpe Nursery, Infant and Junior School</li> <li>• Hastilar Road South is already partially traffic calmed with average speeds of circa 25mph (85<sup>th</sup>ile circa 29mph). Both Hastilar Road South and Nodder Road are similar in character to adjacent, unclassified roads. On balance officers feel it would be reasonable to include these roads within the 20mph limit</li> <li>• The Community Assembly has given written confirmation that it will contribute £6,500 from its 2012/13 budget towards the cost of implementing this scheme. This contribution has still to be ratified under the Assembly's internal financial procedures</li> </ul>	£53,408	£6,500

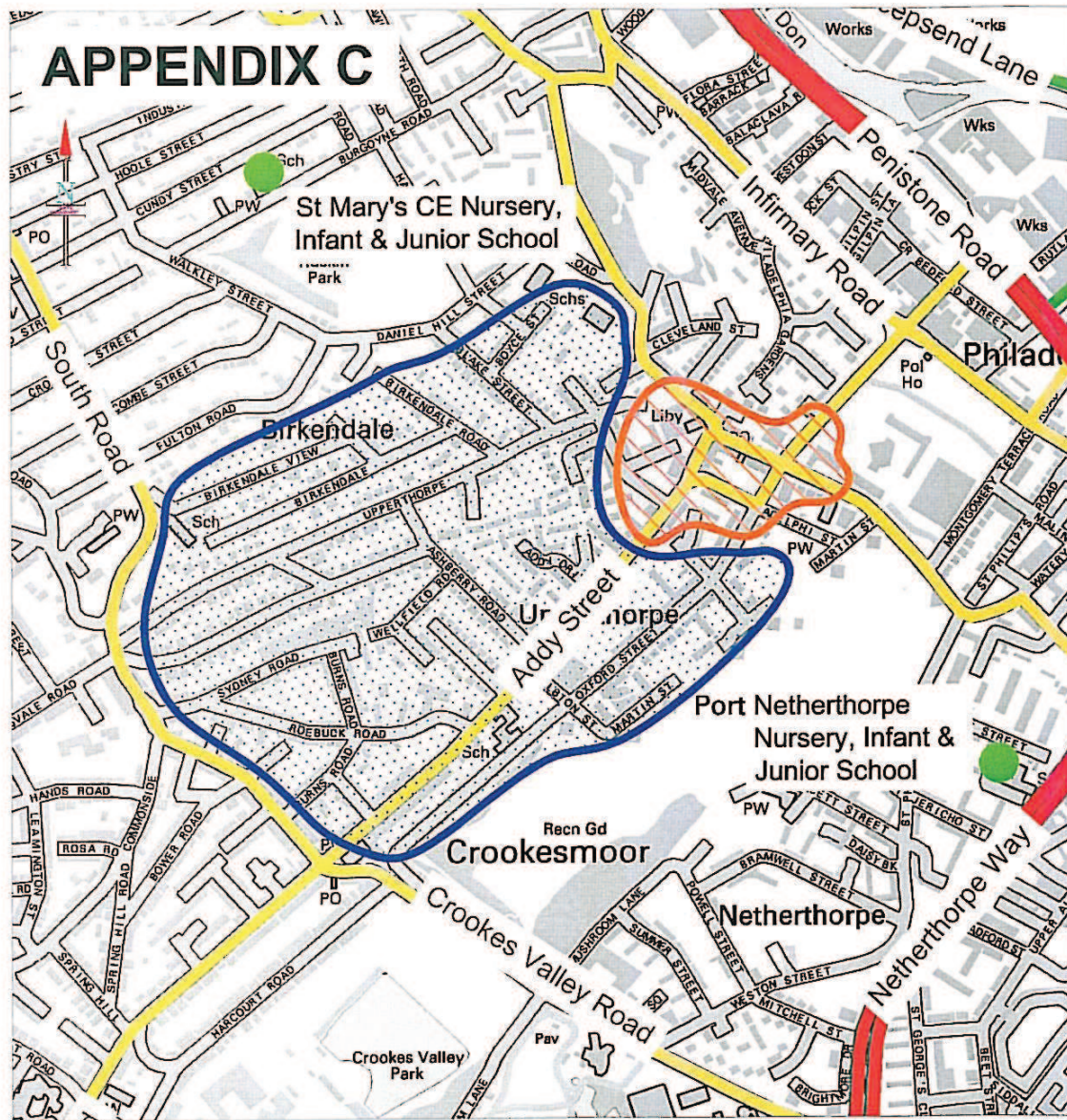
	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
North East	Parson Cross (west part)	NE09	<ul style="list-style-type: none"> <li>• The North East Assembly requested budget estimates and accident data for a number of potential 20mph areas but only nominated the Longley area and declined to prioritise a second choice</li> <li>• The Chair of North East Assembly has stated that the Assembly would contribute £9,500 towards the Budget Estimate of £56,401 for a 20mph scheme in Longley. (<i>The Chair will confirm this with other members of the Assembly at a briefing meeting on 12th September and anticipates that they will be supportive</i>). However, despite this offer, officers recommend that Parson Cross (west) be progressed at this stage for the reason given below</li> <li>• Following the Assembly briefing meetings it emerged that Parson Cross is likely to be in the 2013 Streets Ahead programme, presenting an opportunity to co-ordinate two pieces of work. A new 20mph speed limit will be given greater emphasis from being introduced at the same time as a much improved street scene</li> <li>• As a whole, Parson Cross has the 2<sup>nd</sup> highest number of accidents in residential areas of Sheffield</li> <li>• There are currently insufficient funds to introduce a 20mph speed limit across the whole area. The overwhelming majority of accidents occur in the western part of Parson Cross</li> <li>• The western part of Parson Cross ranks 7<sup>th</sup> in the city; Longley is 13<sup>th</sup></li> <li>• Both Longley and Parson Cross (west) contain a primary school</li> <li>• It is not proposed to seek a contribution from North East Assembly as the Assembly did not nominate this area. Also, it is anticipated that there would be some marginal cost savings to be made from coordinating the introduction of a 20mph speed limit with the Streets Ahead maintenance activities</li> <li>• Longley remains high on the priority list of future 20mph areas. It is envisaged that this would be one of the first areas to be treated following the completion of this initial two-year programme</li> </ul>	£49,904	N/A

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
Northern	Spink Hall	N02	<ul style="list-style-type: none"> <li>Spink Hall was the Assembly's first choice scheme as nominated at a Members briefing meeting. Spink Hall has the highest number of accidents in Northern CA once accidents on 'C' roads are discounted and the highest number of child accidents in Northern area</li> <li>It encompasses four schools, Stocksbridge Nursery &amp; Infant School; Stocksbridge Junior School; St Ann's RC Infant and Junior School and Stocksbridge High School</li> <li>While the budget estimate exceeds the target cost of £40,000 the excess is considered to be manageable within the funding allocations</li> </ul> <p><i>Subsequent to the Members briefing meetings the Assembly Chair requested that consideration be given to creating two small 20mph areas, one to the north of Wortley Road (High Green) and the other, an area within Spink Hall of approximately a quarter of the size of the recommended scheme. Whilst it is understandable that the Assembly should wish to share any benefits of reduced speed limits between different communities, officers do not feel that treating small independent areas such as these would be an appropriate way of rolling out the 20mph Strategy. To achieve the greatest impact, officers recommend that each new 20mph area should be as large as possible within the current financial constraints.</i></p>	£46,739	N/A
South	Lowedges (including Lowedges Road)	S16	<ul style="list-style-type: none"> <li>South Assembly's first choice scheme</li> <li>Contains Lowedges Nursery, Infant and Junior School</li> <li>The residential areas of the South Assembly with a worse accident record are generally much larger (and so more expensive)</li> <li>Lowedges is a self-contained area. It includes a 'C' road, Lowedges Road, though this provides local access rather than being used as a through route.</li> <li>The estimated cost is within the budget</li> </ul>	£39,609	N/A

	<b>Recommended Area</b>	<b>Ref No.</b>	<b>Reasons for recommendation</b>	<b>Budget Estimate</b>	<b>Assembly Contribution</b>
<b>South East</b>	<b>Charnock</b>	SE07	<ul style="list-style-type: none"> <li>• South East Assembly's first choice scheme</li> <li>• Charnock has one school, Charnock Nursery, Infant and Junior School</li> <li>• Charnock is self-contained; all roads are unclassified</li> <li>• The residential areas of the South East Assembly with a worse accident record are generally much larger (and so more expensive)</li> <li>• The estimated cost is within the budget</li> </ul>	£29,495	N/A
<b>South West</b>	<b>Steel Bank</b> (extended south to Crookesmoor Road)	SW02	<ul style="list-style-type: none"> <li>• South West Assembly's first choice scheme</li> <li>• Steel Bank has the third highest number of accidents in the residential parts of the South West area (and the highest number in those areas that can be afforded within this programme of work)</li> <li>• Contains Westways Nursery, Infant and Junior School</li> <li>• The Assembly feel it will be popular with residents</li> <li>• While the budget estimate exceeds the target cost of £40,000 the excess is considered to be manageable within the funding allocations</li> <li>• Officers recommend that the area considered by the Assembly should be expanded into the Central Assembly area as far as Crookesmoor Road. As a 'C' road Crookesmoor Road offers a more natural boundary to a 20mph area than the boundary between assembly areas. It is not proposed to seek a contribution from either South West or Central Assembly as neither has requested this enlargement of the area, and it would incur only minimal additional costs</li> </ul>	£46,072	N/A

This page is intentionally left blank

# APPENDIX C



## C09 Walkley (south)

From top of Blake Street south to Oxford Street, linking with existing Upperthorpe 20mph area. Includes Addy Street (a 'C' road)

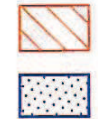
Collisions:13  
Casualties:20 (5 children)  
(Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: £40,207

### Key

- 'A' road
- 'B' road
- 'C' road

● Primary, Junior & Infant Schools



Existing 20mph speed limit  
Recommended 20mph speed limit

Note:  
Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

## Sheffield 20mph Speed Limit Strategy

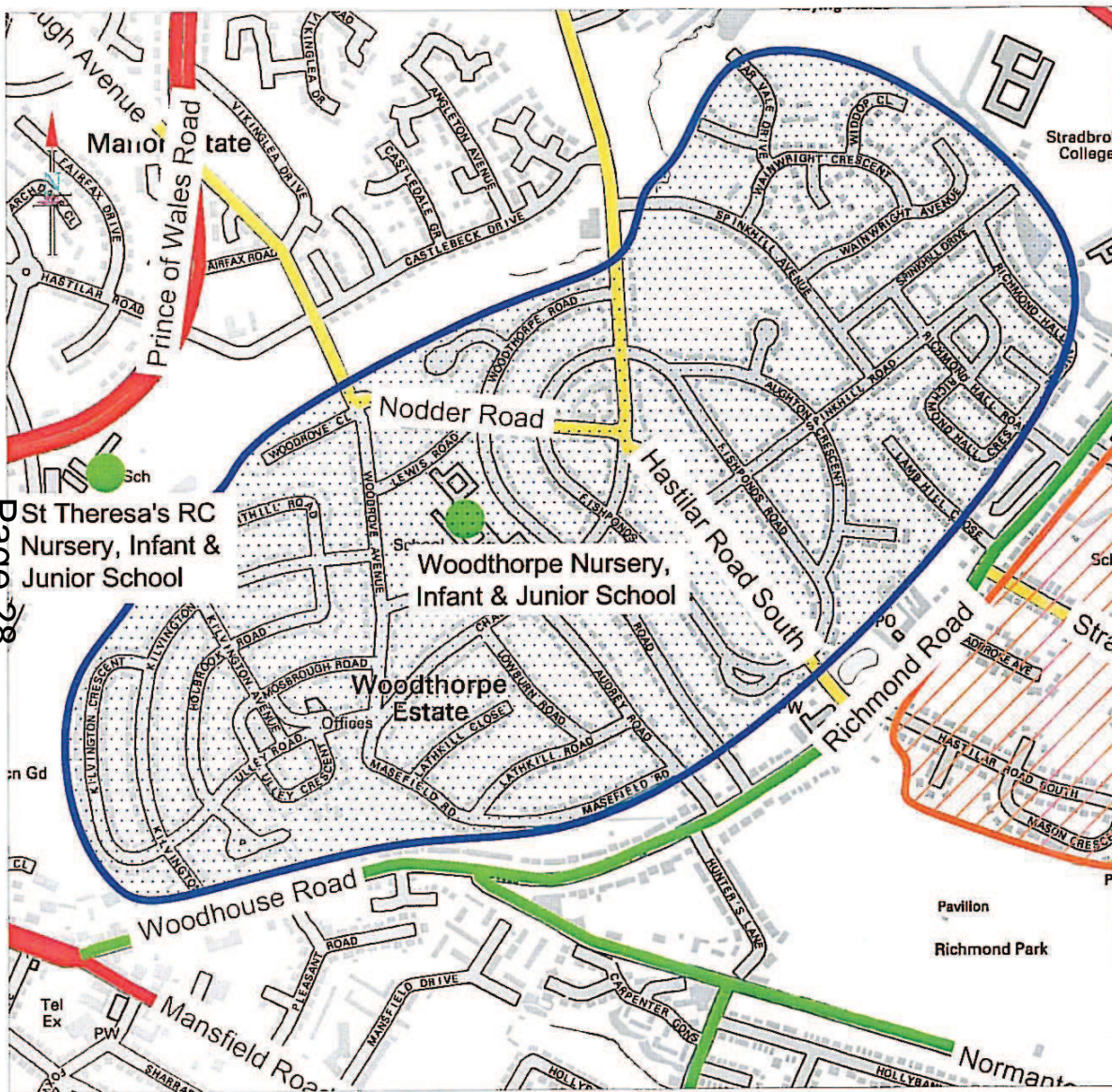
### Central Community Assembly Recommended 20mph Speed Limit Area

Drawn by: Simon Nelson, August 2012

Scheme Design  
Transport, Traffic & Parking Services

File ref: G:\DELISD&PIENG\_TRAFFIC\TMScheme Design\BN981 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg





### E15 Woodthorpe

Includes 'C' roads - Hastilar Road South and Nodder Road.

Collisions: 24  
 Casualties: 26 (8 children)  
 (Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: £53,408

Key	
	'A' road
	'B' road
	'C' road
	Primary, Junior & Infant Schools
	Existing 20mph speed limit
	Recommended 20mph speed limit

Note:  
 Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

### Sheffield 20mph Speed Limit Strategy

### East Community Assembly Recommended 20mph Speed Limit Area

Drawn by: Simon Nelson, August 2012

Scheme Design  
 Transport, Traffic & Parking Services

File ref: G:\DEL\SD&PIENG\_TRAFFIC\TMScheme Design\BN981 20mph speed limit review\Community Assembly\Sheffield 20mph Speed Limit Strategy - master map.dwg







**NE05 Parson Cross (west)**

Collisions: 23  
 Casualties: 27 (6 children)  
 (Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: **£49,904**

**Key**

- 'A' road
- 'B' road
- 'C' road
- Primary, Junior & Infant Schools
- Secondary Schools

  Recommended 20mph speed limit

**Note:**  
 Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

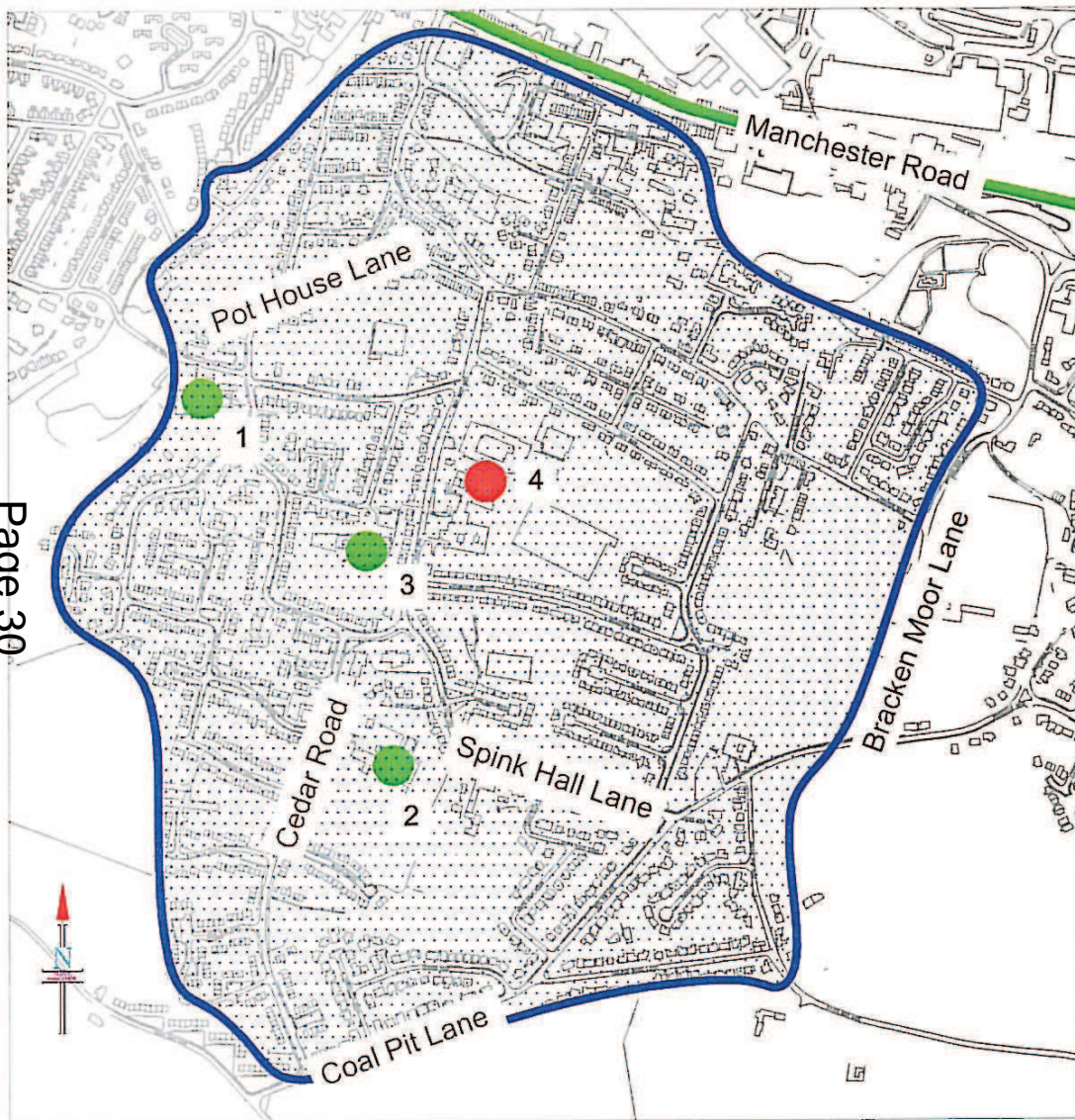
**Sheffield 20mph Speed Limit Strategy**  
**North East Community Assembly**  
**Recommended 20mph Speed Limit Area**

Drawn by: Simon Nelson, August 2012

Scheme Design  
 Transport, Traffic & Parking Services

File ref: G:\DELISD&PIENG\_TRAFFIC\TMScheme Design\BN981 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg





### N02 Spink Hall, Stocksbridge

#### Schools

1. Stocksbridge Nursery & Infant
2. Stocksbridge Junior
3. St Ann's RC Infant & Junior
4. Stocksbridge High School

Collisions: 16

Casualties: 19 (6 children)

(Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: £46,739

#### Key

— 'A' road

— 'B' road

— 'C' road

● Primary, Junior & Infant Schools

● Secondary Schools

▨ Recommended 20mph speed limit

#### Note:

Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

### Sheffield 20mph Speed Limit Strategy

### Northern Community Assembly Recommended 20mph Speed Limit Area

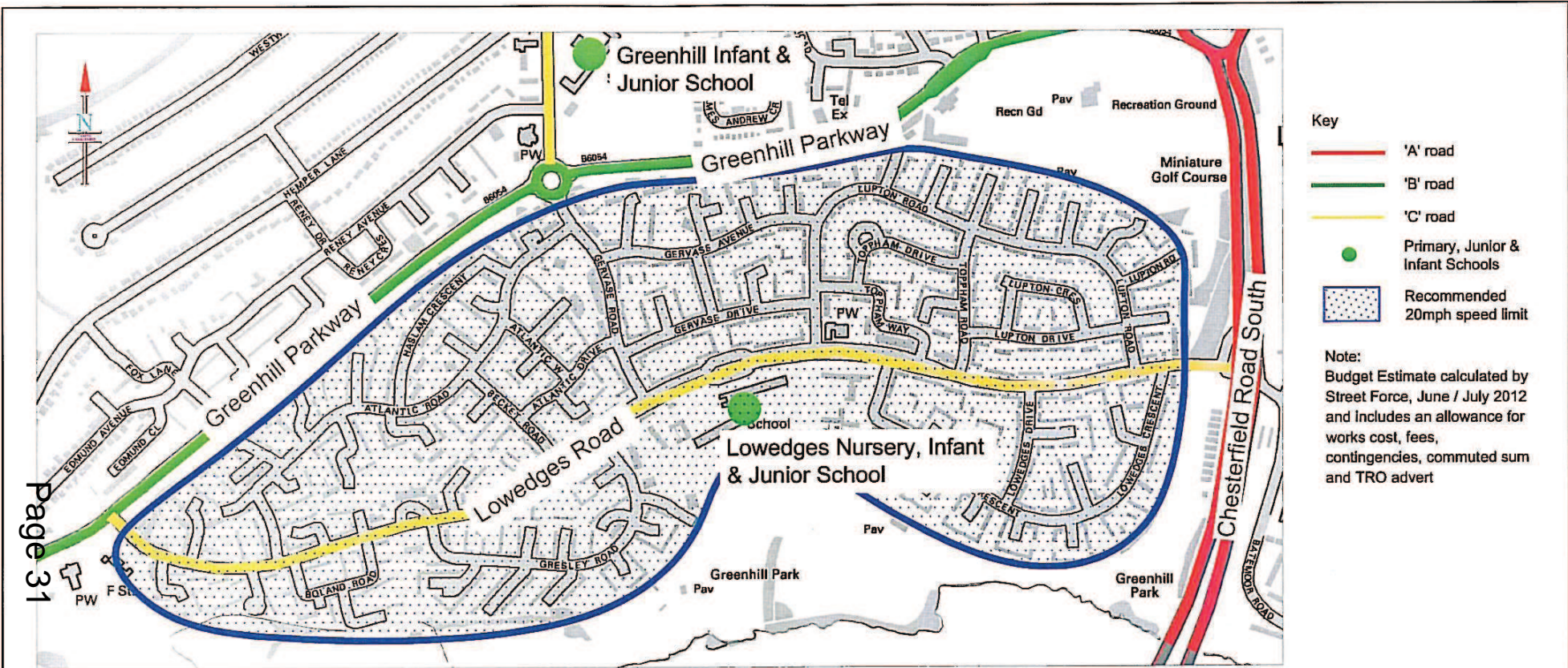
Drawn by: Simon Nelson, August 2012

Scheme Design  
Transport, Traffic & Parking Services

File ref: G:\DEL\SD&PIENG\_TRAFFIC\TM\Scheme Design\BN981 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg

Sheffield  
City Council





Page 31

**S16 Lowedges**

Includes 'C' road - Lowedges Road

Collisions: 13  
Casualties: 14 (3 children)  
(Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: **£39,609**

**Sheffield 20mph Speed Limit Strategy**

**South Community Assembly  
Recommended 20mph Speed Limit Area**

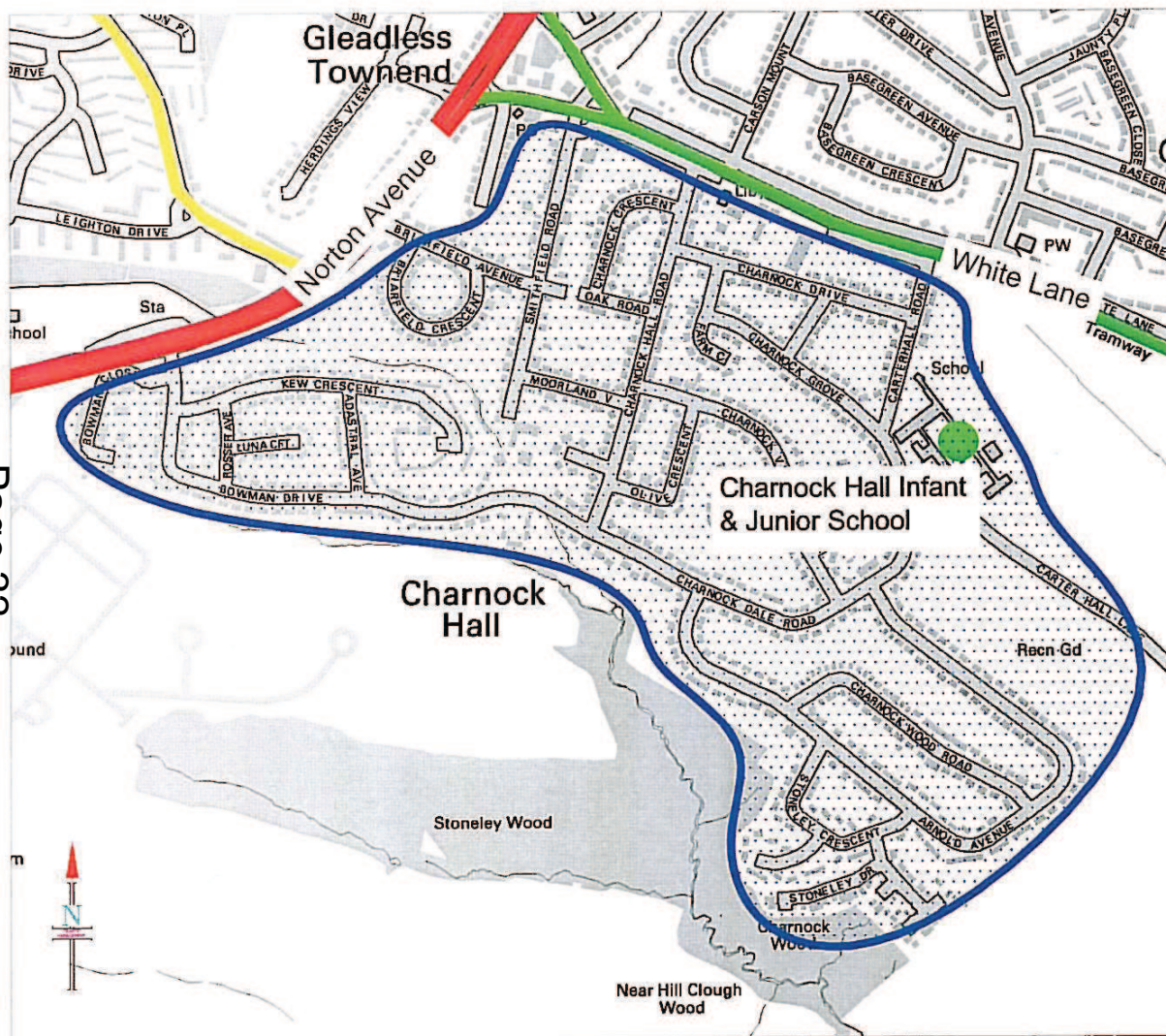
Drawn by: Simon Nelson, August 2012

Scheme Design  
Transport, Traffic & Parking Services

File ref: G:\DELS&PIENG\_TRAFFICITMScheme Design\BN81 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg



This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2008



**SE07 Charnock**

Collisions: 10  
 Casualties: 11 (1 child)  
 (Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: **£29,495**

**Key**

- 'A' road
- 'B' road
- 'C' road
- Primary, Junior & Infant Schools
- Recommended 20mph speed limit


**Note:**  
 Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

**Sheffield 20mph Speed Limit Strategy**  
**South East Community Assembly**  
**Recommended 20mph Speed Limit Area**

Drawn by: Simon Nelson, August 2012

Scheme Design  
 Transport, Traffic & Parking Services

File ref: G:\DELSD&PIENG\_TRAFFIC\TMScheme Design\BN981 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg



This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2008

This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey. It is the property of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may be a criminal offence under section 107 of the Copyright, Designs and Patents Act 1988 or civil proceedings. 100016616. 2008



### SW02 Steel Bank

Collisions: 11  
 Casualties: 12 (4 children)  
 (Five years data: 15/03/2007 to 14/03/2012)

Budget Estimate: **£46,072** (excluding suggested expansion)

#### Key

- Community Assembly boundary
- 'A' road
- 'C' road
- Primary, Junior & Infant Schools

- Recommended 20mph speed limit
- Recommended expansion of the area to a more natural boundary

Note:  
 Budget Estimate calculated by Street Force, June / July 2012 and includes an allowance for works cost, fees, contingencies, commuted sum and TRO advert

### Sheffield 20mph Speed Limit Strategy

#### South West Community Assembly Recommended 20mph Speed Limit Area

Drawn by: Simon Nelson, August 2012

Scheme Design  
 Transport, Traffic & Parking Services

File ref: G:\DELISD&PIENG\_TRAFFIC\TMScheme Design\BN81 20mph speed limit review\Community Assemblies\Sheffield 20mph Speed Limit Strategy - master map.dwg



This page is intentionally left blank