



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 13 November 2014

Subject: Sheffield 20mph Speed Limit Strategy:
Consultation feedback to the proposed introduction of a
20mph speed limit in Darnall and Shirecliffe

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to introduce a 20mph speed limit in Darnall and Shirecliffe, reports the receipt of objections and sets out the Council's response.

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.

Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

Recommendations:

- 7.1 Make the Darnall and Shirecliffe 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
 - 7.2 Inform the objectors accordingly.
 - 7.3 Introduce the proposed 20mph speed limits.
-

Background Papers: Appendix A: Darnall consultation leaflet
Appendix B: Shirecliffe consultation leaflet

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Gaynor Saxton
Legal Implications
YES Cleared by: Nadine Winter
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
Tackling Health Inequalities Implications
NO
Human rights Implications
NO:
Environmental and Sustainability implications
NO
Economic impact
NO
Community safety implications
NO
Human resources implications
NO
Property implications
NO
Area(s) affected
Darnall, Burngreave
Relevant Cabinet Portfolio Leader
Jack Scott
Relevant Scrutiny Committee if decision called in
Economic and Environmental Wellbeing
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY: CONSULTATION FEEDBACK TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN DARNALL AND SHIRECLIFFE

1.0 SUMMARY

1.1 This report describes the response from residents to the proposal to introduce a 20mph speed limit in Darnall and Shirecliffe, reports the receipt of objections and sets out the Council's response.

2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE?

2.1 Reducing the average speed of drivers in residential areas is expected, over time, to bring about a reduction in the number and severity of traffic accidents, thus helping to create *safe and secure communities*. Implementing the 20mph speed limits 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*. The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield*.

3.0 OUTCOME AND SUSTAINABILITY

3.1 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:

- 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*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a healthier population; a safer Sheffield*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

4.0 REPORT

Introduction

4.1 In February 2011, Full Council adopted the following 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 Sheffield¹. It was agreed that the first stage of implementation of the

¹ [Sheffield City Council - Meeting of Cabinet Highways Committee on Thursday 8 March 2012](#)

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. These speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

- 4.2 On 13th September 2012 Cabinet Highways Committee² approved an implementation programme drawing on nominations from the Community Assemblies for the first seven 20mph areas. Those schemes have now been implemented.
- 4.3 Including the Darnall and Shirecliffe areas, it is planned to introduce a further seven 20mph schemes this financial year.

Consultation on the introduction of a 20mph Speed Limit

Darnall

- 4.4 Approximately 1270 properties have received a leaflet informing about the intention to introduce a 20mph limit (see Appendix A).
- 4.5 Seven people have written or telephoned to express their support for the 20mph limit including representatives of Friends of High Hazels Park and the Healthier Darnall partnership, and the trustees of Darnall Forum:

"The speed at which traffic travels through our community even on residential roads makes crossing the road a real hazard especially for older people who may be infirmed and young children who have not developed an keen sense of road safety"

- 4.6 One respondent felt that the speed limit on Staniforth Road which bisects Darnall should also be subject to a 20mph limit. Classified as the B6200, Staniforth Road is used by approximately 15 buses per hour in each direction. The Sheffield 20mph Speed Limit Strategy expressly states that the use of 20mph speed limits *"would be limited to residential areas. A- and B-class roads, major bus routes... would not be made subject to a 20mph speed limit"*. Although the policy precludes the introduction of a signed 20mph limit it is useful to note that speeds are controlled by other means through the main shopping area. A significant length of Staniforth Road is subject to formal traffic calming and a number of crossing points have been added to it.
- 4.7 Two people have asked that Wilfrid Road be excluded from the proposals. *"If this is all about 'where people live' then very few people live on Wilfrid Road... It is one of only two roads where it's possible to go between Staniforth Road and Darnall Road... Wilfrid Road has been designed to carry traffic taken off other roads; restricting it to 20mph is sending very mixed signals"*
- 4.8 Two objections to the Darnall 20mph area have been received. Both objections are concerned with the principle of reducing the speed limit in

² [Sheffield City Council - Agenda for Cabinet Highways Committee on Thursday 13 September 2012](#)

residential areas. They feel that 30mph is the appropriate speed limit for the roads in this area and that a 20mph limit will not be observed. One of the objectors considers that the 2012 report which contained a summary of the evidence base on which Members decided to adopt the Sheffield 20mph Strategy supports this view.

- 4.9 The evidence and accompanying commentary contained in the 2012 report makes clear that 'sign-only' 20mph speed limits will not in themselves result in a fundamental change in driver behaviour. However Members agreed that they were *"a first step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas"*.

Shirecliffe

- 4.10 Leaflets have been delivered to 1680 properties. Five people have contacted the Council, four in support:

"Received a leaflet and am completely for it! I live on Fairbank Rd and drivers use it as a cut through speedway! Children play everywhere and I regularly see careless drivers race up the road, mostly taxi drivers!"

- 4.11 One objection has been received. The objector feels that the scheme would not achieve anything and would be a waste of money. The objection was made in a telephone call; the resident was advised to put her objection in writing but this has not so.

- 4.12 All written comments are available to view on request.

Other Consultees

- 4.13 The Head of the Road Policing Group has issued the following statement on behalf of South Yorkshire Police:

"The South Yorkshire Safer Roads Partnership has worked hard to achieve significant reductions in the numbers of collisions on our local roads. We have achieved all our agreed targets in reducing the number of people who are killed or seriously injured over the last few years however, we know that this success brings little comfort to the individuals, friends and families of those who are victims of such collisions.

It is well known that speed is a primary cause of collisions that result in death or serious injury and pedestrians and cyclists are the most vulnerable road users when in the presence of speeding vehicles. Within our local residential areas we know that the collision rates, when these factors come into play, are too high and need to be addressed.

South Yorkshire Police working alongside their colleagues in the Safer Roads partnership share the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal."

The police have not yet reviewed the specific proposals for the two areas.

Should they identify any roads in either area on which they feel drivers' speeds may not reduce after the reduction of the signed 20mph limit the speeds on those roads will be monitored before and after implementation of the schemes. If in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.14 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.15 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy. It has consulted with bus operators about the proposals and has received no objections.

Summary

- 4.16 The key to realising substantially lower speeds on our residential roads lies in affecting a fundamental shift in attitude. The aim therefore is to build a widespread and longstanding community acceptance that 20mph is the appropriate maximum speed to travel in residential areas. Ultimately, the success or otherwise of these schemes lies primarily in the hands of the residents of this area.
- 4.17 Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. It is recommended that the proposals set out in this Report be approved in order to continue the delivery of the 20mph Speed Limit Strategy.

Relevant Implications

- 4.18 The 20mph areas described in this report is to be funded from an approved allocation from the 2014/15 Local Transport Plan programme.

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
- publicity to promote the benefits of lower speed limits in residential areas

The estimated cost of design and installation of each scheme is as follows:

Darnall	£51,800
Shirecliffe	£32,000

- 4.19 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.

- 4.20 An Equality Impact Assessment was conducted for the September 2012 report and concluded that safer roads and reduced numbers of accidents involving traffic and pedestrians would 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) would particularly benefit from this initiative. No negative equality impacts were identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Consideration has been given to omitting Wilfrid Road from the Darnall 20mph speed limit area. There are relatively few residential properties fronting Wilfrid Road, however it bounds one side of Darnall Community Park and play area. Following receipt of these comments the local ward members were asked for their opinion on the inclusion of Wilfrid Road, either in total or in part. Two of the three ward councillors responded and both specifically asked for speed limit on Wilfrid Road to be reduced to 20mph as originally planned.
- 5.2 The objections relate to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in 4.13 above.

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 Having considered the objections to the introduction of a 20mph speed limit in Darnall and Shirecliffe the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

7.0 RECOMMENDATIONS

- 7.1 Make the Darnall and Shirecliffe 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Introduce the proposed 20mph speed limits.

Simon Green
Executive Director, Place

14 October 2014



Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

What happens next?

We plan to introduce the new speed limit by the end of **March 2015**, but this will depend on the response we receive to this leaflet.

If you have any questions or comments please contact:

Simon Nelson, telephone: 0114 273 6176
email: simon.nelson@sheffield.gov.uk

If you wish to lodge an objection to the new speed limit, please put this in writing to:

Transport, Traffic & Parking Services
 2-10 Carbrook Hall Road
 Sheffield S9 2DB

Formal objections must be received by the 12th September 2014.

This document can be supplied in alternative formats, please contact 0114 273 6176
 Sheffield City Council
www.sheffield.gov.uk/20mph

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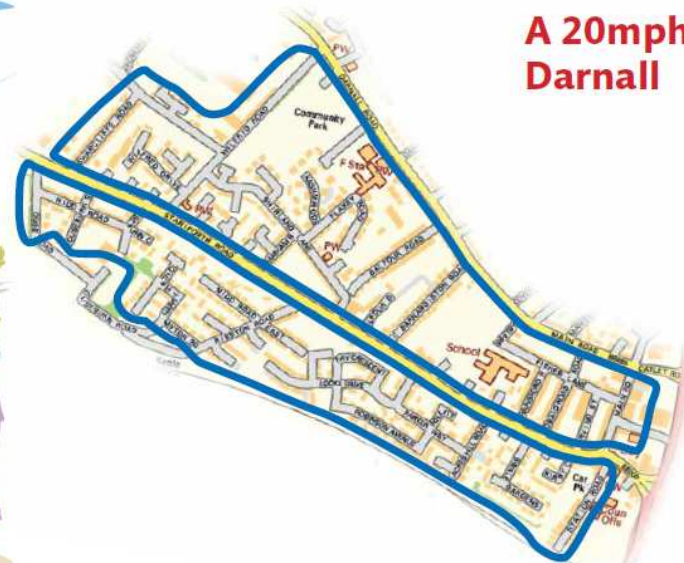
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DP16089 / Darnall

Help us make our roads safer!



We are planning to reduce the speed limit from **30mph** to **20mph** in the Darnall area.

A 20mph speed limit for Darnall

Why are we doing this?

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling


Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.


What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.



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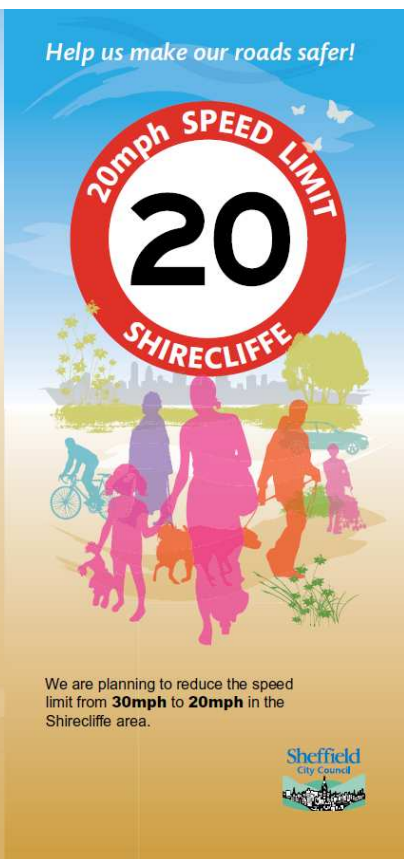

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DP16069 / Shirecliffe

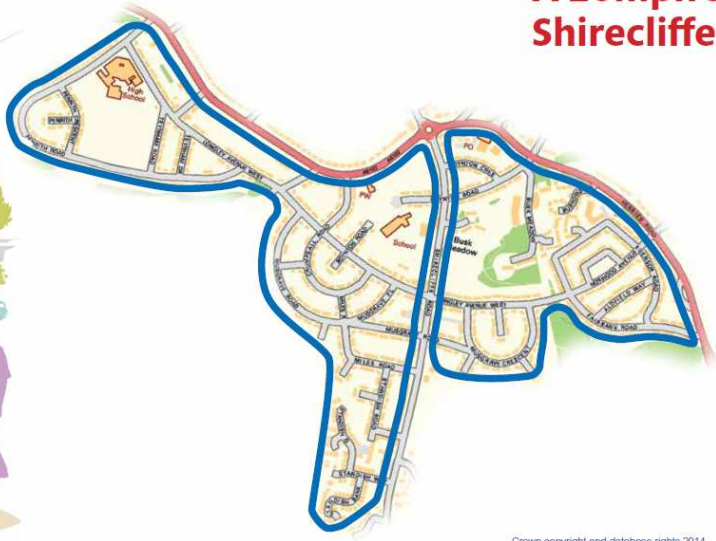
Help us make our roads safer!

20mph SPEED LIMIT
20
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