



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 8th January 2015

Subject: Sheffield 20mph Speed Limit Strategy:
2015/16 proposed programme of 20mph areas and
boundary changes.

Author of Report: Susie Pryor

Summary:

This report describes the proposed programme of 20mph areas for 2015/16 and changes to the boundaries of some of these areas.

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.

Recommendations:

1. Approve the 2015/16 programme of proposed 20mph areas described in paragraph 4.12 of this report.
2. Prioritise the introduction of future 20mph schemes by both their road injury collision record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme.
3. That each classified road within a proposed 20mph area be assessed for inclusion or exclusion on a case by case basis.
4. That the boundary review be continued for all the remaining potential 20mph areas in the City.

Background Papers: Appendix A: Plans of the proposed 20mph areas.

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
Citywide
Relevant Cabinet Portfolio Leader
Jayne Dunn
Relevant Scrutiny Committee if decision called in
Culture, Economy and Sustainability
Is the item a matter which is reserved for approval by the City Council?
NO
Press release
YES

SHEFFIELD 20MPH SPEED LIMIT STRATEGY: 2015/16 PROPOSED PROGRAMME OF 20MPH AREAS AND BOUNDARY CHANGES.

1.0 SUMMARY

1.1 This report describes the proposed programme of 20mph areas for 2015/16 and changes to the boundaries of some of these areas. It also includes recommendations for the prioritisation of 20mph schemes and the issue of whether to include classified roads.

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.

- 4.2 The first seven areas were introduced during the financial years 2013/14 and a further seven areas are being implemented in 2014/15. These 20mph speed limits are indicated by traffic signs and road markings only, that is, they do not include any additional 'physical' traffic calming measures such as road humps.
- 4.3 Prior to the adoption of the Sheffield 20mph Speed Limit Strategy, a further 24 large and 10 small traffic calmed 20mph zones were established, the smaller ones generally resulting from planning conditions placed on new housing developments. It is currently anticipated that a similar number of sign-only 20mph speed limits will have been implemented by the end of the 2015/16 financial year. Taken together this represents approximately a third of the residential streets in the city. Appendix A contains a plan which shows existing 20mph areas, areas suitable for future 20mph speed limits, the classified road network and school locations.

Criteria for roads to be included

- 4.4 The Council's policy for 20mph schemes, that was approved in March 2012, is that A and B classified 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 and that there will be a presumption against including C-class roads (generally local distributor roads) within new 20mph speed limit areas.
- 4.5 Following consultation during the delivery of the sign only 20mph schemes introduced so far, requests have been made for the inclusion of a number of classified roads which fall within the boundary of a 20mph area.
- 4.6 Speed limits should both reflect the character of the road to which they apply but be realistic. The relevant Department for Transport guidance notes the importance of existing speeds when designating new speed limits: *"If the mean speed is already at or below 24 mph on a road, introducing a 20 mph speed limit through signing alone is likely to lead to general compliance with the new speed limit."* (DfT Circular 01/2013).
- 4.7 However, it goes on to describe a variety of competing factors and demands that a local authority should take into consideration when considering altering a speed limit, and advises that these may be weighted differently according to the particular location in question.
- 4.8 If the existing vehicle speeds on a particular road are far above the maximum recommended by the Department for Transport and in the absence of funding for complementary traffic calming measures, then a 20mph limit would be artificially low. This is likely to result in excessive abuse and bring 20mph limits in general into disrepute.
- 4.9 For future 20mph areas it is recommended that classified roads be primarily assessed using speed survey data. Residential roads on which average

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

speeds are 24mph or below will automatically be considered suitable. Any roads with average speeds of between 24mph and 27mph (which is above the current DfT guidelines as stated in paragraph 4.6) will be considered for a 20mph speed limit on a case by case basis using current DfT guidelines. Average speeds of 27mph and over, will only be considered if capital funding can be identified for the appropriate traffic calming measures that would be needed to reduce vehicle speeds. It should be noted that funding for such works is extremely limited due to continued reductions in the funding allocated by central government for highway works.

- 4.10 A similar process is also under consideration as part of assessing the suitability of roads in the City Centre for a 20mph speed limit. This will be subject to a separate ICMD report in February 2015.

20mph Area Programme 2015/16

- 4.11 In February 2014 a provisional programme of 20mph areas for the 2015/16 year was approved by the Cabinet member for road safety. This has since been revised with a view to more quickly fulfilling the council policy of introducing a 20mph speed limit in all suitable residential areas.
- 4.12 It is recommended that the following eleven areas should be made subject to a 20mph speed limit in 2015/16 on the basis of sufficient capital funding being available. The proposed 20mph areas are listed in priority order and will be implemented in this order, based on coordination the Streets Ahead programme. There may be insufficient capital funding to build all eleven schemes this year. If this is the case then the remaining schemes will be carried forward to be built in the 2016/17 year. Appendix A contains plans showing the extents of these proposed 20mph areas.
1. Gleadless Valley
 2. Stannington
 3. Park Academy
 4. Woodhouse
 5. Greystones and Whirlow
 6. Firth Park
 7. Hillsborough
 8. Wincobank
 9. Meadowhead, Greenhill and Beauchief
 10. Sharrow Vale
 11. Hurlfield
- 4.13 Before a 20mph scheme is implemented all households within the prospective area will receive a consultation leaflet about the sign-only 20mph speed limits, with residents invited to comment on or object to the introduction of a 20mph Speed Limit Order. Objections would be reported to a future meeting of the Cabinet Highways Committee.

Prioritising Future 20mph Schemes

- 4.14 From 2015/16 the intention is to continue to co-ordinate, where possible, the delivery of the majority of 20mph schemes with the Streets Ahead maintenance programme, whilst also addressing the areas with the very worst road injury collision records.
- 4.15 Each of these areas has been ranked by the number of collisions which resulted in injury during a five year period from 2008 to 2012. The collision data will be updated in 2015 to set the programme for 2016/17 and beyond.
- 4.16 Current Council policy is that there is a preference for 20mph areas to include at least one school. The number of schools in each area is listed in the priority spreadsheet. It should be noted that where a 20mph does not include a school, there is likely to be one nearby and there will be children making the school journey within that area.
- 4.17 It is recommended that the boundaries of potential future 20mph speed limit schemes be reviewed and with a view to maximising the size of each area. This may shorten the timescale for the delivery of 20mph speed limits in all suitable residential areas citywide, subject to available funding.

Relevant Implications

- 4.18 The 20mph areas described in this report will be funded by an allocation from the 2015/16 Local Transport Plan programme of £400,000, a potential £200,000 contribution from a Public Health grant and £10,000 contribution from Sheffield Park Academy School towards a 20mph speed limit in the area surrounding the school. This is a total of £610,000.

The allocation for 2015/16 has not yet been confirmed and the implementation of the programme will be subject to funding being available.

The financial allocation will 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
- 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 this 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 and elderly) would particularly benefit from this initiative. No negative equality impacts were identified.

5.0 ALTERNATIVE OPTIONS CONSIDERED

5.1 That speed limits in residential areas across the City remain the same. However, this would lead to the same level of road accidents and vehicle speeds in residential areas.

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 The introduction of a 20mph speed limit in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy.

7.0 RECOMMENDATIONS

7.1 Approve the 2015/16 programme of proposed 20mph areas described in paragraph 4.12 of this report.

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

7.3 That each classified road within a proposed 20mph area be assessed for inclusion or exclusion on a case by case basis.

7.4 That the boundary review be continued for all the remaining potential 20mph areas in the City.

Simon Green
Executive Director, Place

APPENDIX A

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