



SHEFFIELD CITY COUNCIL Individual Cabinet Member Decision

Report of: Executive Director, Place

Date: 9 June 2016

Subject: Sheffield 20mph Speed Limit Strategy:
Responses to a proposal to introduce a 20mph speed
limit in Greystones and Whirlow

Author of Report: Simon Nelson

Summary:

This report describes the response from residents to the proposed introduction of a 20mph speed limit in Greystones and Whirlow, 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.

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

Consideration has been given to objections to the inclusion of a number of specific roads within the Greystones and Whirlow 20mph speed limit area (see paragraph 4.13). Of these it is recommended that the objections to the inclusion of Bents Road and Knowle Lane be upheld.

Recommendations:

- 7.1 Make the Greystones and Whirlow 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984, omitting Bents Road and Knowle Lane from that Order.

- 7.2 Inform the objectors accordingly.
- 7.3 Submit a proposal to Cabinet to affect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process.
- 7.4 Advertise the intention to introduce a 20mph speed limit on:
- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
 - Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Lane, Fulney Road, Frickley Road and Westwood Road
- and report the receipt of any objections to the Cabinet Member for Infrastructure and Transport.
- 7.5 In the event that no objections to the introduction of a 20mph speed limit on the roads described in paragraph 7.4 above are received, submit a proposal to Cabinet to affect the necessary works to introduce the proposed 20mph speed limits in accordance with the Capital Gateway Process.

Background Papers:	Appendix A: Consultation leaflet
	Appendix B: Requested extensions to the Greystones and Whirlow 20mph speed limit area
	Appendix C: Ringinglow Road part-time advisory 20mph speed limit
Category of Report:	OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Paul Schofield
Legal Implications
YES Cleared by: Paul Bellingham
Equality of Opportunity Implications
YES Cleared by: Annemarie Johnston
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
Ecclesall
Relevant Cabinet Portfolio Leader
Councillor Mazher Iqbal
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: RESPONSES TO A PROPOSAL TO INTRODUCE A 20MPH SPEED LIMIT IN GREYSTONES AND WHIRLOW

1.0 SUMMARY

1.1 This report describes the response from residents to the proposed introduction of a 20mph speed limit in Greystones and Whirlow, 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, 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 '*thriving neighbourhoods and communities*'. Conducting and responding positively to public consultation is in keeping with the '*an in-touch organisation*' value of the 2015-18 Corporate Plan.

3.0 OUTCOME AND SUSTAINABILITY

3.1 This scheme represents 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 Corporate Plan commitment of "*working towards all residential areas being covered [by a 20mph speed limit] by 2025, at the latest*"
- 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. A total of fifteen 20mph areas were introduced in financial years 2013/14 and 2014/15. Each speed limit is indicated by traffic signs and road markings only, that is, they do not include any additional 'physical' traffic calming measures (such as road humps).

- 4.2 The Strategy was updated on 8th January 2015², in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking consideration will only be given to the inclusion of roads on which the existing average speed of traffic is 27mph or lower unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 4.3 The January 2015 report included a programme of work for 2015/16. That programme comprised eleven potential 20mph areas but stated that *"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"*. The Greystones and Whirlow scheme is one of those that have been carried forward to 2016/17.
- 4.4 The intention to introduce a 20mph Speed Limit Order in Greystones and Whirlow has been advertised and the responses received are summarised below. All written comments are available to view on request.
- 4.5 All requests for traffic or pedestrian related measures that fall outside the remit of this scheme have been forwarded to the Council's Transport Planning team for assessment. Requests for enforcement of parking restrictions have been forwarded to the Council's Parking Services team. Complaints about drivers parking their cars in a way that obstructs the footway have been forwarded to South Yorkshire Police.

Response to the proposed introduction of a 20mph speed limit

- 4.6 Leaflets have been delivered to 4482 properties informing residents about the intention to introduce a 20mph limit (see Appendix A).
- 4.7 109 people have written to or telephoned the council regarding these proposals, some with requests for further information rather than to express a view. 69 people have registered their support for a 20mph limit.

"20 miles per hour around Greystones is a great idea. The roads are residential and there are lots of cars parked so we need to drive slowly to ensure we don't hit any children or pets. It's also very hilly so we need to avoid going fast in case cars pull out of driveways or turnings. 20 is plenty."

Mrs T, by email

"This new proposed speed limit is perfect! I hope all the side roads around Sheffield will be similar."

Ms S, by email

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

² [Sheffield City Council - Highway Cabinet Member Decision Session on Thursday 8 January 2015](#)

The messages of support include representations from Councillor Martin Smith, the Head teacher of Silverdale School and the Cycle Touring Club.

4.8 Some of those who expressed their support requested that the scheme be expanded to include additional roads. These requests are discussed below; a location plan is attached at Appendix B.

a) Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm; five people

"I am extremely pleased to learn that you are planning to introduce a 20 mph speed limit in our area. However I am concerned that... this will not cover all of Broad Elms Lane up to Whirlow Farm.

The part of Broad Elms Lane between the farm and Broad Elms Close is used very frequently by walkers, especially families, and cyclists and it would be a great benefit to have this stretch covered by the 20 mph limit too.

In the past we have had occasions where people have come down the road from the farm very fast and having the whole stretch of road a 20mph limit would, I expect, help to prevent this."

LB, resident of Broad Elms Lane



Broad Elms Lane between Broad Elms Close and Whirlow Lane

Officer comment: The north-eastern section of Broad Elms Lane, from Bents Road to Alms Hill Road, was included within the original proposal. The request relates to the remainder of Broad Elms Lane. This part of Broad Elms Lane is not street-lit and therefore currently appears to be subject to the national speed limit of 60mph although there are no road signs to this effect. The current average speed of traffic is 24.1mph (two-way 12-hour average, 7.00am – 7.00pm, February 2016). It was originally omitted from the scheme as it is primarily rural in character and the implementation of the Sheffield 20mph Speed Limit Strategy is expressly limited to an urban environment with no provision to roll out the lower limit into the rural

parts of the city.

The section between Whirlow Elms Chase and Broad Elms Close, two short culs-de-sac adjoining Broad Elms Lane, has no footways and is too narrow for cars to pass one another. As such it is understandable why vehicle speeds would be of concern to residents and walkers. The remainder of Broad Elms Lane (from Broad Elms Close to Whirlow Hall Farm) is wide enough for two cars to pass each other with care but again has no footway.

As this relatively short length of road links two roads that *are* included within the proposed limit (Whirlow Lane and the remainder of Broad Elms Lane) officers feel that it could be included within the 20mph speed limit area without setting a precedent of extending the Strategy into rural areas. Broad Elms Close and Whirlow Elms Chase would also be included.

- b) Highcliffe Road and Hangingwater Road between Greystones Road and Oakbrook Road; three people

“The footway from the Greystones Road/Highcliffe Road junction down the hill and up the other side is used by an increasing number of children from the Nether Green area attending High Storrs”

Mr B, by email



Hangingwater Road/Highcliffe Road

Officer Comment: Much of Highcliffe Road and Hangingwater Road are not residential but are used and crossed by many walkers, allotment holders and school children walking between the two sides of the Porter Brook valley. The footways to the south of the Porter Brook are extremely narrow and overgrown although there is a lit footpath across land to the east of the road. There is a footway on one side of Hangingwater Road between the Porter Brook and Whitely Woods Road. North of Whitely Woods Road Hangingwater Road becomes more residential and north of Armthorpe Road there is a footway on

both sides. The average speed of traffic on Hangingwater Road (as measured at Bramwith Road) is well below the 27mph threshold described in paragraph 4.2 above.



Hangingwater Road near Armthorpe Road

The residential section of Hangingwater Road (from Armthorpe Road to Oakbrook Road) has previously been identified as being suited to a 20mph limit, together with Armthorpe Road itself and the adjoining Bramwith Road, Carr Bank Lane, Fulney Road, Frickley Road and Westwood Road. Officers agree that the Greystones and Whirlow scheme presents an early opportunity to introduce a 20mph limit on these roads, subject to the consideration of any objections received during the advertising of the associated 20mph Speed Limit Order. The section of Highcliffe Road and Hangingwater Road between Greystones Road and Armthorpe Road would be included in the advertising of that Order.

- c) Ringinglow Road, from Knowle Lane to Common Lane (five residents, plus the Facilities and Property Manager of Bents Green School and a representation on behalf of the Cycle Touring Club)



Ringinglow Road between Folkwood Grove and Bents Drive

"We live on Bents Drive and so have daily experience of this part of

Ringinglow Road. It is one of the busiest areas for child pedestrians at all times of the school day as pupils walk between Silverdale School and the shops and bus stops at Bents Green... A 20mph limit would increase safety at this junction and therefore make it safer for the many children who cross the roads at this point. Surely, expanding the 20 mph area from Trap Lane to Bents Green Special School will ensure drivers are driving more safely for this extremely busy area."

Ms B, resident of Bents Drive

"We are very unhappy that the 20mph speed restriction will not start before Bents Green School, Gibson House and WORK Ltd... for us the natural point to begin the restriction is at the junction with Common Lane when you actually enter into the residential area and not ¼ mile down the road by the Methodist Church... Out of all the establishments in the area (which by the way are all within the 20mph limit) we have the most vulnerable individuals but we will not have the 20mph permanent restriction in place."

Facilities and Property Manager, Bents Green School

Officer comment: Together with Knowle Lane (whose inclusion within the scheme is discussed in paragraph 4.13 below) this section of Ringinglow Road forms a strategic distributor and commuter route into and out of the city. Houses and other buildings are set well back from the road. The speed limit changes from 30mph to 50mph approximately 200m to the west of Common Lane.

Department for Transport guidance is that speed limits should be both realistic and reflect the character of the road to which they apply. The requests for the inclusion of this part of Ringinglow Road prompted the commissioning of a speed survey that found the average speed of traffic to be 25.6 mph, i.e. below the 27mph threshold described in paragraph 4.2 above. It should be noted however that many vehicles are driven at higher speeds (15% of drivers currently exceed the 30mph speed limit).

The speed of traffic around schools is a major concern and improving the safety of school children is one of the key objectives of the Sheffield 20mph Speed Limit Strategy. But in the absence of capital funding for additional physical calming measures officers are of the opinion that a mandatory full-time 20mph limit would be artificially low in this location and likely to result in excessive abuse which would in turn bring 20mph limits in general into disrepute. South Yorkshire Police have objected to the introduction of a 20mph speed limit on similar roads in the past for this reason.

The Strategy expressly provides for action at schools that are located on roads that are otherwise unsuitable for a 20mph speed limit through the introduction of localised, part-time advisory speed limits around the school entrance, to be operational at times when pupils are arriving

and leaving the school. This is the approach that officers recommend at Bents Green School and proposed in the consultation leaflet (see Appendix C). The associated traffic signs would significantly increase driver's awareness of the school entrance at all times (there are currently no school warning signs outside Bents Green School).

4.9 In summary, officers recommend that the intention to introduce a 20mph Speed Limit Order be advertised for:

- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Lane, Fulney Road, Frickley Road and Westwood Road

and that the request for the proposed mandatory 20mph speed limit area to be extended along Ringinglow Road to its junction with Common Lane be declined.

4.10 25 people have objected to the *principle* of introducing a 20mph speed limit in this area. Each of these objections included one or more of the following comments:

- a) *A 20mph limit is unnecessary. There is no significant accident record in this area; no accident statistics have been given*

Officer comment: In common with many other local authorities throughout the country the Council is attempting to redefine what is considered to be the appropriate speed to drive at in residential areas through the introduction of 20mph speed limits. The long term goal is to reduce the fear of accidents, reduce the number and severity of actual accidents and make the streets of Sheffield a more pleasant place to be.

The 20mph Speed Limit Strategy is not intended to be a way of dealing with specific accident problems. As described above it is an attempt to change the driving culture in residential areas and reduce the sometimes intimidatory impact of traffic on our neighbourhoods.

Whilst the accident record of each area plays a part in the process of prioritising the introduction of 20mph areas the Council's policy is to eventually introduce the 20mph limit in all residential areas, irrespective of the accident record.

The Council continues to invest in Accident Saving Schemes and road safety education, training and publicity targeted primarily at locations and areas with the highest number of accidents.

- b) *20mph limits are only appropriate at school times and/or on roads immediately adjacent to schools.*

Officer comment: The safety of pupils on their journeys to and from school is an important part of Sheffield's 20mph speed limit strategy, however as explained above it is far from being the sole reason for introducing these limits.

- c) *There is no evidence that it would achieve anything. It will be a waste of money*

Officer comment: The evidence base on which Councillors made their decision to introduce this 20mph speed limit is set out in the March 2012 report to Cabinet Highways Committee which explains the likely effects of introducing a 20mph speed limit in residential areas on vehicle speed and accident rates. Councillors have been made fully aware that any initial reductions in speed are likely to be marginal, perhaps 1 or 2mph (but by as much as 4mph on some faster roads) and that to be successful a critical mass of drivers need to convert supportive sentiments into actions.

- d) *Unless there is enforcement there will be no deterrent to speeding; residents would be criminalised*

Officer comment: South Yorkshire Police understandably target the vast majority of their enforcement efforts on major roads as those are the roads where most accidents, and the most severe accidents, occur. The police have indicated that 20mph speed limit areas will therefore not be subject to routine pre-planned enforcement. Community concerns about speeding issues and requests for short-term enforcement at a particular location (for instance outside a school) should be reported to South Yorkshire Police's Local Policing teams (formally the Safer Neighbourhoods teams) by ringing their non-emergency 101 number.

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. There will be some, a minority, who pay little heed to the current limit, never mind a new one. Such behaviour remains a matter for the police. But it is hoped that the majority will be supportive, take responsibility for their own actions, and help redefine what is and isn't an acceptable way to drive in residential areas. It will undoubtedly take time for people to alter long established habits, but even a marginal reduction in average speeds will, over time, contribute to the creation of safer streets.

- e) *The proposal would unnecessarily cause an increase in fuel usage and therefore fuel cost to vehicle owners. It would result in inefficient vehicle operation and therefore cause an increase in the cost of maintenance to vehicle owners.*

Officer comment: Studies of the impact of physical traffic calming on vehicle emissions tend to agree that calming can cause a decrease in nitrous oxide emissions but an increase in carbon monoxide, carbon

dioxide, oxides of nitrogen and hydro carbon emissions. This is primarily due to drivers slowing down and speeding up between calming features.

At a constant lower speed a driver will generally use less fuel, but it would be misleading to suggest that there would be an immediate reduction in vehicle exhaust emissions resulting solely from the introduction of 20mph speed limits. In the short-term, the small reductions in speed initially produced by sign-only 20mph speed limits are unlikely to affect vehicle emissions to any appreciable degree. A study of the impact of the introduction of [un-calmed] 30km/h speed limits on vehicle exhaust emissions³ concluded that “... *emissions of most classic pollutants should not be expected to rise or fall dramatically*”.

More recently (April 2013), research carried out on behalf of the Cross River Partnership into the impact of 20mph speed limits on tailpipe emissions of NOx, PM10 and CO2 found that 20mph limits are beneficial in reducing PM10 for both diesel and petrol engines and beneficial in reducing NOx and CO2 for diesel engines. Whilst there can be a small increase in NOx and CO2 emission for petrol engines, overall there is a positive effect from 20mph speed restrictions on ambient local air quality. The researchers concluded that it would be incorrect to assume a 20mph speed restriction would be detrimental to ambient local air quality, as the effects on vehicle emissions are mixed.

f) *A lower speed limit would increase bus journey times*

Officer comment: Any impact on bus journey times is likely to be extremely marginal. The distance between stops is such that buses will rarely reach 30mph at present. That said the South Yorkshire Passenger Executive has been consulted on the proposals (see paragraph 4.17 below).

g) *The limit will result in an increase in accidents due to driver frustration*

Officer comment: Officers are unaware of any evidence that supports the assertion that the introduction of lower speed limits in residential areas results in an increase in the number of traffic accidents.

h) *The money should be spent on other things such as maintaining Council services or providing pedestrian crossings*

Officer comment: The funding being used for this 20mph scheme is provided by central government through the Local Transport Plan and must be used to fund new capital highway works. All requests for other traffic/pedestrian related measures have been forwarded to the Council's Transport Planning team for assessment.

³ [Impact of 30 km/h zone introduction on vehicle exhaust emissions in urban areas](#) (Luc Int Panis, Steven Broekx, Carolien Beckx; Belgium, 2006)

- i) *There is already too much street clutter. Money should be spent removing signs and other obstructions from footways*

Officer comment: The vast majority of the new signs required for this scheme would be mounted on existing lamp posts. Unnecessary street furniture will continue to be removed under the Streets Ahead maintenance contract.

- j) *Lack of consultation. "This scheme seems to be being imposed on residents as I have not been aware of any residents requesting this zone nor any meeting or publicity about safety issues in the area due to traffic speeds. There has definitely not been any public consultation."*

Mr S, resident of Renshaw Road

Officer comment: The decision making process that led to this area being selected is explained in the introduction to the report. By approving the 20mph Speed Limit Strategy and advertising the intention to introduce a 20mph Speed Limit Order it is clear that the Council would like to introduce this scheme. However, Members have said that they would not seek to impose the limit on an area whose residents clearly do not support it.

- 4.11 Six of the 25 people who objected to the principle of the proposals also registered an objection to the inclusion of one or more specific roads. A further two people who were generally supportive of the proposals felt the lower limit was inappropriate for one or more specific roads.

- 4.12 The general feeling presented in these objections is that certain roads act as the main arteries of the area, a status that should be reflected in their speed limit. The following is an extract from an email that summarises this opinion:

"I do understand the overall objective of lowering speed and as a result making residential areas safer and the presence of traffic less intrusive/opposing. I would have no objection to this scheme in principle, but I do think it is too sweeping and needs to be modified. By modifying it I think it will be more readily accepted, but still largely achieve its overall objectives. Broadly speaking I would implement the plan, but with the main arterial routes – the bus routes – left with a 30mph limit... Definitely there should be a 20mph limit at schools on these roads school times."

Mr H, by email

Each person objected to the inclusion of one or more of the following roads:

- Ringinglow Road
- Greystones Road
- Bents Road
- Knowle Lane

The road locations are shown on the map at Appendix B.

4.13 Speed surveys have been commissioned for each of these roads.

Road	Speed survey location	Average two-way speed
Ringinglow Road	Between Edale Road and Falkland Road	23.0mph
Ringinglow Road	Between Bents Green Road and High Storrs Road	26.4mph
Greystones Road	Between Greystones Drive and Greystones Park Crescent	25.0mph
Bents Road	Between Knowle Lane and Broad Elms Lane	27.6mph
Knowle Lane	Between Harley Road and Haugh Lane	26.7mph

In deciding whether or not to recommend the inclusion of these roads officers have looked again at their characteristics, the function they serve (all are bus routes) and the existing speed at which drivers travel.



Ringinglow Road between Edale Road and Falkland Road

The eastern part of Ringinglow Road (between High Storrs Road and Ecclesall Road) fronts Ecclesall Junior School and approaches High Storrs School. Existing speeds are well within the 27mph threshold and officers see no reason for it to be omitted from the 20mph speed limit area.



Ringinglow Road between Bents Green Road and High Storrs Road



Greystones Road between Greystones Drive and Bingham Park Crescent

Existing speeds are higher on the section of Ringinglow Road from Bents Green Road to High Storrs Road and on Greystones Road, although still below the 27mph threshold. Both routes pass large schools (Greystones Primary and High Storrs), and in the case of Ringinglow Road runs through a local shopping centre. Officers feel that on balance their inclusion would be in-keeping with the spirit of the 20mph Speed Limit Strategy and recommend

that they should be part of the 20mph area.



Knowle Lane near Haugh Lane



Bents Road near Broad Elms Lane

Knowle Lane is effectively an extension of the western section of Ringinglow Road discussed in paragraph 4.8 above. Both Knowle Lane and Bents Road are wide through routes with properties set well back from the road. Existing speeds are close to and above the upper threshold for roads to be considered suitable for the introduction of a 20mph limit. Neither road passes a school. Officers agree that the appropriate speed limit of Bents Road and Knowle Lane is 30mph and recommend that this element of the objection be upheld.

- 4.14 In addition to the objections described above there has been one complaint that the map contained in the leaflet is illegible, that the language used is patronising (particularly a reference to 'elderly people') and that the area covered by the scheme is incorrectly named 'Greystones and Whirlow'.

Officer comment: The leaflet, with minor variations, is intended for use in each potential 20mph area. As such the language used is deliberately generic, with the wording pared down to the bare minimum to present the key messages as clearly as possible. It is of course unfortunate that offence has been caused on this occasion and the wording of future leaflets will be reviewed with the Communications Service.

The map on this particular leaflet was not as clear as in previous versions, a result of the small scale needed to illustrate a particularly large area. Even so, there is no excuse for lack of clarity and the matter will be taken up with the Council's Design Team.

The proposed scheme is located within part of Ecclesall ward. In correspondence for this scheme residents have self-identified as living in Greystones, Ecclesall, Whirlow, High Storrs and Bents Green. It is often difficult to give a scheme a short title that everybody is happy with when that scheme doesn't follow strict postal, ward or parliamentary boundaries.

Other Consultees

- 4.15 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 shares the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal."

The police will review the proposals together with current vehicle speed data for the area as part of the Road Safety Audit process. Speeds will continue to be monitored on any roads on which they feel drivers' speeds may not reduce after the reduction of the 20mph limit. If in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.16 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.17 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy. Neither they nor the bus operators have commented on the Greystones and Whirlow scheme.

Summary

- 4.18 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.

- 4.19 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

- 4.20 The Outline Business Case for the 20mph scheme programme for 2016/17 was approved by the Great Place to Live Programme Board on the 26 February 2016. The costs associated with this scheme are currently estimated to be as follows:

Greystones and Whirlow 20mph speed limit financial implications		
2015/16	Consultation, speed surveys, design	£20,000
2016/17	Design	£12,750
	Construction	£47,000
	Committed sum for future maintenance	£38,000
	Total	£117,750

The scheme would be funded by an allocation of £20,000 from the 2015/16 Local Transport Plan (LTP) allocation for 20mph schemes with the remaining £97,750 funded from a £400,000 2016/17 allocation made up of £250,000 from the LTP and £150,000 from existing commuted sum credits. The capital scheme costs would be charged to BU97985.

The costs include a £38,000 commuted sum to cover the cost of the future maintenance, payable to Amey under the terms of the Streets Ahead contract. The approved Outline Business Case proposed that existing commuted sum credits be used to fund the commuted sums. The Programme Board agreed that this resource could be used on these schemes subject to the resolution of the overall budget pressures within Place.

Implementation of the scheme following Cabinet Member approval to progress is still subject to approvals through the City Councils Capital Gateway Process.

- 4.21 The Council as local highway authority have the power to vary speed limits on roads, other than trunk or restricted roads by making traffic regulation orders under section 84 of the Road Traffic Regulation Act 1984. The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

The Council must also have regard to the Department for Transport national

policy, which encourages local authorities to consider implementing 20mph speed limits in residential areas. This policy recognises that traffic authorities have powers to introduce 20 mph speed limits, where a school is located on a road that is not suitable for a full-time 20 mph limit, that apply only at certain times of day. In support of this, the Secretary of State has provided a special authorisation for every traffic authority to place an advisory part-time 20 mph limit sign, with flashing school warning lights.

The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

- 4.22 An Equality Impact Assessment (EIA) was conducted and signed off for the report of 8th January 2015 which sought approval for the 2015/16 programme. The Greystones and Whirlow scheme has been carried forward into 2016/17 from that programme. The EIA 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 Those objections that relate to the principle of introducing sign-only 20mph speed limits into residential areas are effectively objections to the approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered.

- 5.2 Objections to the inclusion of specific roads have been considered as described in paragraph 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 The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections to the principle of introducing a 20mph speed limit in Greystones and Whirlow the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.
- 6.3 Consideration has been given to objections to the inclusion of a number of specific roads within the Greystones and Whirlow 20mph speed limit area (see paragraph 4.13). Of these it is recommended that the objections to the inclusion of Bents Road and Knowle Lane be upheld.

7.0 RECOMMENDATIONS

7.1 Make the Greystones and Whirlow 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984, omitting Bents Road and Knowle Lane from that Order.

7.2 Inform the objectors accordingly.

7.3 Submit a proposal to Cabinet to affect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process.

7.4 Advertise the intention to introduce a 20mph speed limit on:

- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Lane, Fulney Road, Frickley Road and Westwood Road

and report the receipt of any objections to the Cabinet Member for Infrastructure and Transport.

7.5 In the event that no objections to the introduction of a 20mph speed limit on the roads described in paragraph 7.4 above are received, submit a proposal to Cabinet to affect the necessary works to introduce the proposed 20mph speed limits in accordance with the Capital Gateway Process.

Simon Green
Executive Director, Place

29 May 2016



Part time 20mph limits by schools

We are also proposing to introduce a part time, advisory 20mph speed limit centred around the entrance to Bents Green School. Signing will be installed on the approaches to the school with lights which will flash during school times.

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 in **Spring 2016**, but this will depend on the response we receive to this leaflet.

If you have any questions or comments please contact:

David Sower, telephone: 0114 273 6208
email: 20mphAreas@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 11th December 2015.

This document can be supplied in alternative formats, please contact 0114 273 6178

Sheffield City Council
www.sheffield.gov.uk/20mph

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Help us make our roads safer!

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



A 20mph speed limit for Greystones and Whirlow

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

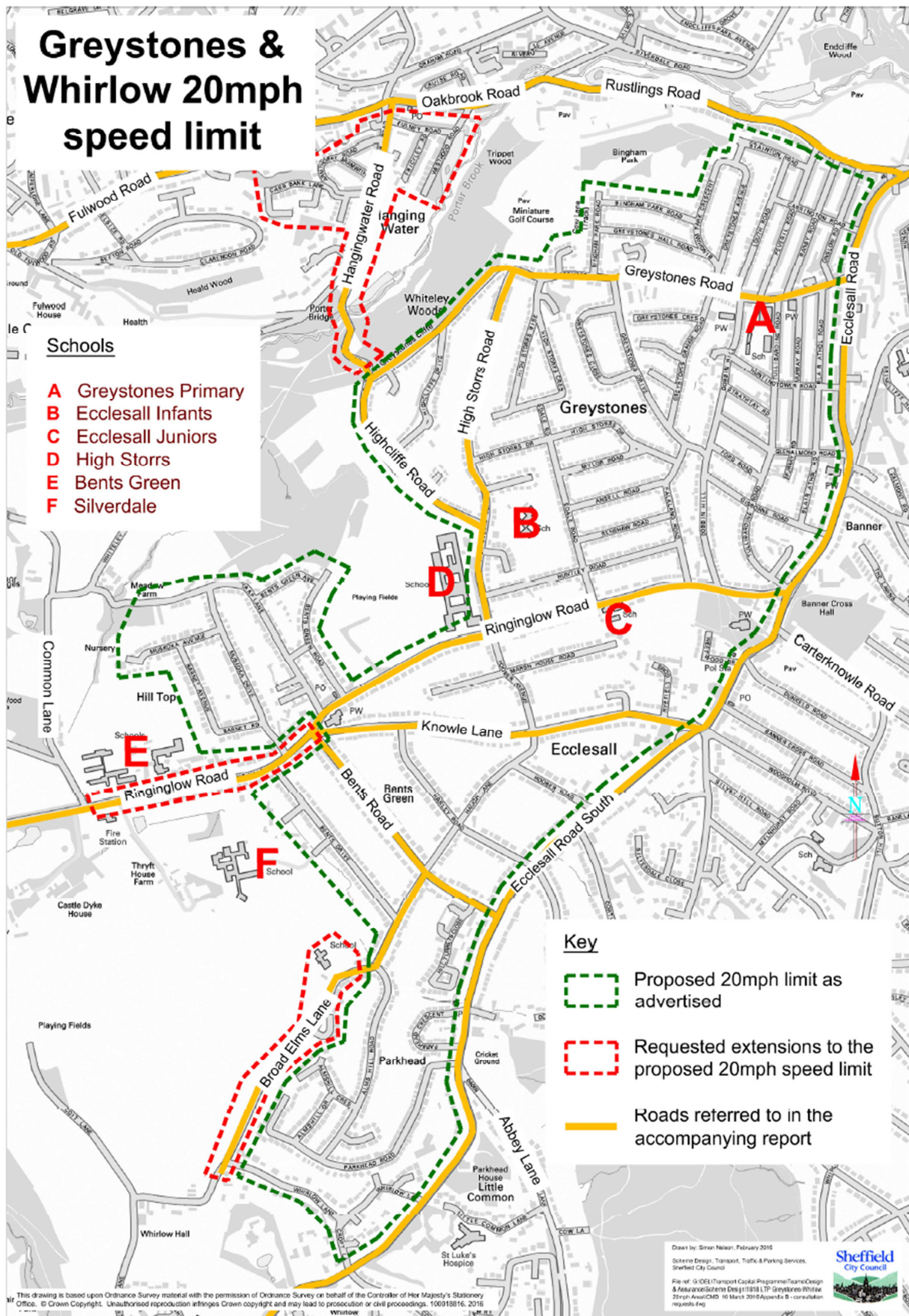
Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

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.





Greystones and Whirlow 20mph speed limit Bents Green School advisory part-time 20mph speed limit - draft layout

Not to scale

Sheffield
City Council

Drawn by: Simon Nelson, February 2016

Schemes: Design, Transport, Traffic & Parking Services,
Sheffield City Council

File ref: G3/RE/1 Transport Capital Programme/Team: Design
& Assurance/Scheme Design/1818 LTP Greystones/Whirlow
20mph part-time advisory 20mph speed limit
Road part-time advisory 20mph speed limit.dwg

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