



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 Firth Park and Woodhouse

Author of Report: Simon Nelson

Summary:

This report describes the response from residents to the proposed introduction of a 20mph speed limit in Firth Park and Woodhouse, 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 these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections to the introduction of a 20mph speed limit in Firth Park the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.

Recommendations:

- 7.1 Make the Firth Park and Woodhouse 20mph Speed Limit Orders as described in this report in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Submit a proposal to Cabinet to affect the necessary works to implement the proposed 20mph speed limits, subject to the appropriate approvals being obtained through the City Council's Capital Gateway Process.

Background Papers: Appendix A: Firth Park consultation leaflet
 Appendix B: Woodhouse consultation leaflet

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: Annmarie 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
Firth Park, Burngreave, Woodhouse
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 FIRTH PARK AND WOODHOUSE

1.0 SUMMARY

1.1 This report describes the response from residents to the proposed introduction of a 20mph speed limit in Firth Park and Woodhouse, 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 '*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, and the programme for 2015/16 approved, by the Highways Cabinet Member on 8th January 2015². 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 Firth Park and Woodhouse schemes are two of those that have been carried forward to 2016/17.
- 4.3 The intention to introduce 20mph Speed Limit Orders in Firth Park and Woodhouse has been advertised and the responses received are summarised below. All written comments are available to view on request.
- 4.4 All requests for traffic or pedestrian related measures that fall outside the remit of these schemes 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.

Proposed Firth Park 20mph Speed Limit

- 4.5 Leaflets have been delivered to 2,829 properties informing residents about the intention to introduce a 20mph limit (Appendix A). In response nine people have contacted the Council, three of whom registered their support for the new limit (including one on behalf of the Cycle Touring Club) and four who asked questions about the proposal.
- 4.6 Two objections to the Firth Park proposals have been received:

"Before considering the 20mph speed limit you should start to teach pedestrians the Green Cross Code... Motorists in this city are a cash cow for this useless Council... You keep saying there's no money yet you can find money for crazy things like this... Why not cobble the roads and bring back horse and traps? That's the way things are going in this so-called city"

Resident of Wensley Croft

Officer comments: People should of course look before crossing a road. Likewise, drivers should drive at speeds that allow them to react to unexpected situations. Whilst the primary responsibility for teaching children how to cross the road in safety lies with parents and carers, the Council's Road Safety Education, Training and Publicity team continues to work with different age groups and communities:

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](#)

- Road safety officers work closely with schools (including special schools) in the areas with the highest child casualty rates, providing workshops, lessons and assemblies for pupils and their parents.
- Schools are invited to host child pedestrian training courses in which road safety officers teach children practical skills at the road side. All activities are free and tailored to the setting and the needs of individual children.
- Officers work with areas with the highest casualty rates to encourage families to educate their children in road safety.
- Events and workshops are run in association with youth training providers, colleges and universities relating to young driver and young adult pedestrian safety.
- Free cycle training is offered to schools for children in year 5 or 6.

As the objector has written regarding the proposed change of speed limit it is assumed that the “cash cow” comment refers to speeding fines. The council does not receive *any money whatsoever* from speeding fines. Speeding fines go directly to South Yorkshire Safer Roads which is led by South Yorkshire Police. SYSR generally allocate any income generated to running road safety education programmes and speed awareness courses.

The introduction of the 20mph speed limit would be funded from an allocation from the Local Transport Plan, the funding central government provides to local authorities for new transport related projects.

Hindewood Close is a cul-de-sac on which speeds are already low; there have never been any accidents. Many of the roads in the area are traffic calmed. Unless the Council is admitting they are ineffective there seems little point imposing a 20mph limit as well. Several roads in the area are bus routes – If the Council wants slower bus journeys then the millions spent on bus priority measures have been wasted. 20mph speed limits are “only supported by sharp-elbowed single issue groups. They do not enjoy popular support amongst ‘ordinary’ people”

Resident of Hindewood Close

Officer comments: The default speed limit in street-lit built-up areas is 30mph unless there are signs to say otherwise. Every change of speed limit must be signed and those changes should appear reasonable and logical. In general, minor roads will have lower speed limits than major roads. To retain a 30mph limit on quiet no-through roads would mean that the speed limit would be higher than on adjacent roads that carry considerably more traffic.

Potential 20mph areas are prioritised according to their accident record and the ability to match the size of area to the level of funding available. The intention is to eventually introduce the 20mph limit to all residential areas, irrespective of their accident record or the presence of traffic calming.

Indeed the lower limit has frequently been introduced alongside traffic calming in the past, for example in Nether Edge, Arbourthorne and Burngreave.

It is likely that any impact on bus journey times would be extremely marginal. The distance between stops is such that buses rarely reach 30mph at present. That said, the South Yorkshire Passenger Executive has been consulted on the proposals (see paragraph 4.14 below).

Proposed Woodhouse 20mph Speed Limit

- 4.7 4180 properties have received a leaflet (Appendix B). Seven people have contacted the Council to express their support (including a representative of the Cycle Touring Club) and two people requested further information.
- 4.8 No objections have been received.
- 4.9 There has been one request for part of the B6064 Station Road – Furnace Lane (either side of Junction Road) to be included within the 20mph speed limit area due to the difficulty people have crossing in the area of the nearby bus terminus and Brunswick Gardens retirement village. The same person has also requested that consideration be given to providing a controlled pedestrian crossing in this area.

Officer's comment: The inclusion of Station Road and Furnace Lane within a mandatory, permanent 20mph speed limit area would be inappropriate due to its function as a strategic, classified distributor road and major bus route. (As part of this scheme it is proposed to introduce an advisory 20mph speed limit centred on the entrance to Brunswick Community Primary School, also on Station Road, that would be operational for a short period at the start and end of the school day.) The request for a crossing has been passed to the Transport Planning team for assessment.

- 4.10 The most common question asked about the Firth Park and Woodhouse proposals related to the enforcement of the new speed limit. South Yorkshire Police understandably target the majority of their enforcement efforts on major roads as those are the roads where most, and the most severe, traffic 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.
- 4.11 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.

Other Consultees

- 4.12 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 each 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.

- 4.13 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.14 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 Firth Park and Woodhouse proposals.

Summary

- 4.15 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.
- 4.16 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

- 4.17 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 to associated with these schemes are currently estimated to be as follows:

Financial year	Activity	Firth Park 20mph speed limit	Woodhouse 20mph speed limit	Total
2015/16	Consultation, speed surveys, design	£16,000	£25,000	£41,000
2016/17	Design	£12,750	£12,750	£25,500
	Construction	£30,000	£63,000	£93,000
	Committed sum for future maintenance	£24,000	£50,000	£74,000
	Total	£82,750	£150,750	£233,500

The schemes would be funded by an allocation of £41,000 from the 2015/16 Local Transport Plan (LTP) allocation for 20mph schemes with the remaining £192,500 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 combined £74,000 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 Council's Capital Gateway Process.

- 4.18 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.

- 4.19 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 Firth Park and Woodhouse schemes have 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

- 5.2 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.

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. Having considered the objections to the introduction of a 20mph speed limit in Firth Park the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.

7.0 RECOMMENDATIONS

- 7.1 Make the Firth Park and Woodhouse 20mph Speed Limit Orders as described in this report in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Submit a proposal to Cabinet to affect the necessary works to implement the proposed 20mph speed limits, subject to the appropriate approvals being obtained through the City Council's Capital Gateway Process.

Simon Green
Executive Director, Place

3 March 2016



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 Sowter, 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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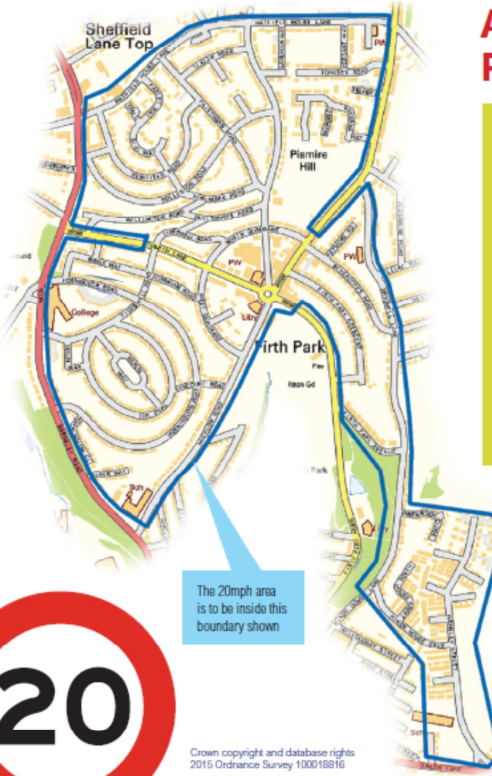
Help us make our roads safer!





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





The 20mph area is to be inside this boundary shown

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A 20mph speed limit for Firth Park area

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.





Part time 20mph limits by schools

We are also proposing to introduce two part time, advisory 20mph speed limits centred around the entrances to Woodhouse West Primary School and Brunswick Primary School. Signing will be installed on the approaches to the school with lights which will flash during school times.

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What happens next?

We plan to introduce the new speed limit in **Autumn 2015**, but this will depend on the response we receive to this leaflet. If you have any questions or comments please contact:

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A 20mph speed limit for Woodhouse area



The 20mph area is to be inside this boundary shown

The part-time 20mph limit will be inside this boundary shown

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