



## SHEFFIELD CITY COUNCIL Cabinet Highways Report

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**Report of:** Executive Director, Place

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

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

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

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### **Summary:**

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

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### **Reasons for Recommendations:**

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

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

### **Recommendations:**

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

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

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**Background Papers:** NONE

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

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

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

### **1.0 SUMMARY**

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

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

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

### **3.0 OUTCOME AND SUSTAINABILITY**

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

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

### **4.0 REPORT**

#### Introduction

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

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

4.3 The discussions were guided by officers who provided:

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

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

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

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

#### Proposed 20mph speed limit schemes

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

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

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

#### Further Consultation

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

#### Implementation programme

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

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

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

#### Future 20mph schemes

- 4.16 The report to Cabinet Highways Committee in March 2012 recommended that post March 2013, 20mph speed limits should be prioritised by a city-wide comparison of the number and severity of accidents in suitable areas, with a view to introducing the new speed limit into residential areas on a 'worst first' basis.
- 4.17 This report proposes an amendment to that approach to better co-ordinate the roll-out of 20mph limit areas with the Streets Ahead programme. It is recommended that in any one financial year potential 20mph areas are prioritised by their accident record but that implementation of 20mph schemes should be limited to those areas included in that year's Streets Ahead programme.

#### Relevant Implications

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

future years.

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

## **5.0 ALTERNATIVE OPTIONS CONSIDERED**

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

## **6.0 REASONS FOR RECOMMENDATIONS**

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

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

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

## **7.0 RECOMMENDATIONS**

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

Simon Green  
Executive Director, Place

13<sup>th</sup> September 2012