

Sheffield 20mph Speed Limit Strategy

Recommended 20mph Speed Limit Areas

Note:

1. Assemblies have been asked to nominate potential 20mph speed limit areas that conform to the principles approved by Cabinet Highways Committee in March 2012 and would cost circa £40,000 to introduce.
2. Given the limited budget available, and to be fair to Assemblies that have nominated less expensive areas, it is proposed that a cap of £47,000 per 20mph area be set on central funding. Where the Budget Estimate exceeds £47,000, the Assembly has been asked to contribute the difference.
3. Budget Estimates have been calculated by Street Force, during June and July 2012 and include an allowance for works cost, fees, contingencies, commuted sum to pay for future maintenance, and the advertisement of a Traffic Regulation Order

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	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
Central	<p>Walkley</p> <p>(south part, including Crookesmoor Road/Addy Street)</p>	C09	<ul style="list-style-type: none"> • Central Assembly's first choice scheme • Walkley has the second highest accident rate in Central, Walkley (southern part) ranks 7th when Walkley is divided into 'north' and 'south' • Previous requests; the Assembly feel it will be popular • Officers feel that it would be a reasonable to include Crookesmoor Road and Addy Street – a 'C' class route – as the lower part of Addy Street is already subject to a 20mph speed limit • While there are no schools in the area the Assembly believe that many young families will benefit from a lower speed limit • The estimated cost is within the budget 	£40,207	N/A

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
East	Woodthorpe (including Nodder Road and Hastilar Road South)	E15	<ul style="list-style-type: none"> • East Assembly's first choice scheme • Woodthorpe has the highest residential accident rate in East (6th in the city). The Assembly were keen to nominate the 'worst first' • One school, Woodthorpe Nursery, Infant and Junior School • Hastilar Road South is already partially traffic calmed with average speeds of circa 25mph (85thile circa 29mph). Both Hastilar Road South and Nodder Road are similar in character to adjacent, unclassified roads. On balance officers feel it would be reasonable to include these roads within the 20mph limit • The Community Assembly has given written confirmation that it will contribute £6,500 from its 2012/13 budget towards the cost of implementing this scheme. This contribution has still to be ratified under the Assembly's internal financial procedures 	£53,408	£6,500

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
North East	Parson Cross (west part)	NE09	<ul style="list-style-type: none"> • The North East Assembly requested budget estimates and accident data for a number of potential 20mph areas but only nominated the Longley area and declined to prioritise a second choice • The Chair of North East Assembly has stated that the Assembly would contribute £9,500 towards the Budget Estimate of £56,401 for a 20mph scheme in Longley. (<i>The Chair will confirm this with other members of the Assembly at a briefing meeting on 12th September and anticipates that they will be supportive</i>). However, despite this offer, officers recommend that Parson Cross (west) be progressed at this stage for the reason given below • Following the Assembly briefing meetings it emerged that Parson Cross is likely to be in the 2013 Streets Ahead programme, presenting an opportunity to co-ordinate two pieces of work. A new 20mph speed limit will be given greater emphasis from being introduced at the same time as a much improved street scene • As a whole, Parson Cross has the 2nd highest number of accidents in residential areas of Sheffield • There are currently insufficient funds to introduce a 20mph speed limit across the whole area. The overwhelming majority of accidents occur in the western part of Parson Cross • The western part of Parson Cross ranks 7th in the city; Longley is 13th • Both Longley and Parson Cross (west) contain a primary school • It is not proposed to seek a contribution from North East Assembly as the Assembly did not nominate this area. Also, it is anticipated that there would be some marginal cost savings to be made from coordinating the introduction of a 20mph speed limit with the Streets Ahead maintenance activities • Longley remains high on the priority list of future 20mph areas. It is envisaged that this would be one of the first areas to be treated following the completion of this initial two-year programme 	£49,904	N/A

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
Northern	Spink Hall	N02	<ul style="list-style-type: none"> Spink Hall was the Assembly's first choice scheme as nominated at a Members briefing meeting. Spink Hall has the highest number of accidents in Northern CA once accidents on 'C' roads are discounted and the highest number of child accidents in Northern area It encompasses four schools, Stocksbridge Nursery & Infant School; Stocksbridge Junior School; St Ann's RC Infant and Junior School and Stocksbridge High School While the budget estimate exceeds the target cost of £40,000 the excess is considered to be manageable within the funding allocations <p><i>Subsequent to the Members briefing meetings the Assembly Chair requested that consideration be given to creating two small 20mph areas, one to the north of Wortley Road (High Green) and the other, an area within Spink Hall of approximately a quarter of the size of the recommended scheme. Whilst it is understandable that the Assembly should wish to share any benefits of reduced speed limits between different communities, officers do not feel that treating small independent areas such as these would be an appropriate way of rolling out the 20mph Strategy. To achieve the greatest impact, officers recommend that each new 20mph area should be as large as possible within the current financial constraints.</i></p>	£46,739	N/A
South	Lowedges (including Lowedges Road)	S16	<ul style="list-style-type: none"> South Assembly's first choice scheme Contains Lowedges Nursery, Infant and Junior School The residential areas of the South Assembly with a worse accident record are generally much larger (and so more expensive) Lowedges is a self-contained area. It includes a 'C' road, Lowedges Road, though this provides local access rather than being used as a through route. The estimated cost is within the budget 	£39,609	N/A

	Recommended Area	Ref No.	Reasons for recommendation	Budget Estimate	Assembly Contribution
South East	Charnock	SE07	<ul style="list-style-type: none"> • South East Assembly's first choice scheme • Charnock has one school, Charnock Nursery, Infant and Junior School • Charnock is self-contained; all roads are unclassified • The residential areas of the South East Assembly with a worse accident record are generally much larger (and so more expensive) • The estimated cost is within the budget 	£29,495	N/A
South West	Steel Bank (extended south to Crookesmoor Road)	SW02	<ul style="list-style-type: none"> • South West Assembly's first choice scheme • Steel Bank has the third highest number of accidents in the residential parts of the South West area (and the highest number in those areas that can be afforded within this programme of work) • Contains Westways Nursery, Infant and Junior School • The Assembly feel it will be popular with residents • While the budget estimate exceeds the target cost of £40,000 the excess is considered to be manageable within the funding allocations • Officers recommend that the area considered by the Assembly should be expanded into the Central Assembly area as far as Crookesmoor Road. As a 'C' road Crookesmoor Road offers a more natural boundary to a 20mph area than the boundary between assembly areas. It is not proposed to seek a contribution from either South West or Central Assembly as neither has requested this enlargement of the area, and it would incur only minimal additional costs 	£46,072	N/A

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