



SHEFFIELD CITY COUNCIL Report to Community Assembly

10

Report of: Transport, Traffic and Parking Services Manager

Date: 19th July 2012

Subject: South West Community Assembly 20MPH Area Prioritisation

Author of Report: Tammy Barrass and Nigel Robson

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Summary:

In line with a growing number of local authorities, Sheffield City Council has decided that in the interests of road safety, health and social cohesion, roads within suitable residential areas should be subject to a 20mph speed limit. The first seven 20mph schemes are to be delivered during 2012/13 and 2013/14, one in each Community Assembly area.

This report identifies potential 20mph areas within the South West Community Assembly area and identifies the Steel Bank Scheme as the Assemblies preferred option to be recommended to the Cabinet Highways Committee for approval.

Reasons for Recommendations:

- Sheffield Council's Cabinet Highways Committee has recently agreed to fund one 20mph area corporately in each Community Assembly area, with a budget of £40,000 for each, to be implemented within this or the next financial year. This report sets out the South West Community Assemblies nomination to be forwarded to the Cabinet Highways Committee.
- Final decisions on the implementation of 20mph Areas will be taken by the Council's Cabinet Highways Committee in September 2012.

Recommendations:

That South West Community Assembly Members:

- Nominate the Steel Bank scheme as the South West Community Assemblies first choice priority for implementation of a 20mph Area.

- Agree that should the Steel Bank Scheme not be feasible for delivery the Dore scheme is nominated as the second priority area and the Greystones scheme (East and West Combined) is nominated as the third priority area.
- Agree that details of this decision are forwarded to the Council's Cabinet Highways Committee for inclusion in a future report.

Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Cleared by:
Legal implications
YES Cleared by: Julian Ward
Equality of Opportunity implications
NO Cleared by:
Tackling Health Inequalities implications
NO
Human rights implications
NO :
Environmental and Sustainability implications
YES
Economic impact
NO
Community safety implications
YES
Human resources implications
YES
Property implications
NO

1. Summary

- 1.1 In line with a growing number of local authorities, Sheffield City Council has decided that in the interests of road safety, health and social cohesion, roads within suitable residential areas should be subject to a 20mph speed limit. The first seven 20mph schemes are to be delivered during 2012/13 and 2013/14, one in each Community Assembly area.
- 1.2 This report identifies potential 20mph areas within the South West Community Assembly area and identifies the Steel Bank Scheme as the Assemblies preferred option to be recommended to the Cabinet Highways Committee for approval.

2. What does this mean for people within the South West Community Assembly Area?

- 2.1 The 20mph schemes now proposed will assist local people in using pedestrian routes in their area, crossing roads or in the control of vehicles (moving or stationary) in and around their area, adding to improved community safety.

3. Outcomes and Sustainability

- 3.1 The funding and construction of the 20mph highways scheme contributes to meeting the 'Improving the Way People Move Around the Area' priority in the South West Community Assembly Plan. It also contributes to the Council's Corporate Plan "Standing Up for Sheffield", particularly the "Great Place to Live" and "Safe and Secure Communities" outcomes.

4. Full Proposal

4.1 Sheffield 20mph Speed Limit Strategy

In line with a growing number of local authorities, Sheffield City Council has decided that in the interests of road safety, health and social cohesion, roads within suitable residential areas should be subject to a 20mph speed limit. The first seven 20mph schemes are to be delivered during 2012/13 and 2013/14, one in each Community Assembly area.

4.2 Appearance

- 20mph speed limit areas will be delineated by signs and road markings only (i.e. not 'physically' traffic calmed with cushions or narrowing).
- Entry points will be identified by '20' speed limit signs and a '20' roundel road marking. Red surfacing will be used at any entry points on roads that are used as through routes to give added emphasis.
- Small 'repeater' road signs will be erected within the speed limit area at regular intervals. These will be mounted on lamp posts wherever possible.
- The classified road network ('A', 'B' and 'C' roads) and major bus routes would not be included.
- Any School Keep Clear markings within the area would be reviewed and a Traffic Regulation Order introduced to aid enforcement.

4.3 **Funding and delivery**

£280k of central Local Transport Plan (LTP) funding has been set aside for the introduction of seven 20mph speed limit areas, one within each Assembly area. Each Assembly has been asked to nominate up to three suitable areas for further consideration, drawing on accident data, their knowledge of the likely level of public support and the cost of implementation. In priority order South West Assembly has nominated (a map showing these areas is available at Appendix C):

1. **Steel Bank**
2. **Greystones (Combined East and West)**
3. **Dore**

4.4 The intention is to deliver the Assembly's first choice of 20mph area. The second and third choices offer a fall-back if the first choice proves to be too costly, its introduction cannot be reasonably co-ordinated with the PFI programme, or if residents are vehemently opposed. Should the cost prove to be a stumbling block with all three then the Assembly could top-up the central funding from its own budgets; alternatively the size of area can be reviewed.

4.5 At the September meeting Cabinet Highways Committee will be asked to endorse each Assembly's choice of area and approve a programme of implementation over two financial years, 2012-13 and 13-14.

4.6 The first scheme will appear on the ground early in 2013.

4.7 Future 20mph speed limit areas will 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.

4.8 **Further Consultation**

Each household within the selected 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. All comments would be reported to Cabinet Highways Committee where Members would be asked to overrule or uphold any objections.

5. **Financial Implications**

5.1 £280k of central Local Transport Plan (LTP) funding has been set aside for the introduction of seven 20mph speed limit areas, one within each Assembly area.

6. **Legal Implications**

6.1 The Council, as the highways authority for Sheffield, has powers under Part V of the Highways Act 1980 to implement the improvements requested in this report. This funding is allocated from the Council's Local Transport Plan budget provided by central government and as

such all projects using this funding will need to comply with the aims and objectives of the Local Transport Plan.

- 6.2 The Director of Communities in consultation with the Head of Transport, Traffic & Parking Services and Director of Legal Services has confirmed this is an approved use of LTP funds, the Head of Transport Traffic and Parking Services has authority to undertake the wider feasibility work now described, as part of the Council's overall transport capital programme.

7. Equality of Opportunity Implications

- 7.1 There are no specifically direct equality implications, but all of the options have some impact on the overall quality of life for residents, and for pedestrians and other users who may have mobility problems. The options are intended to assist all members of the local community regardless of gender or ethnic origin.

8. Human Resource Implications

- 8.1 Any measures agreed by the Cabinet Highways Committee would be delivered by the City Council through the new Transport, Traffic and Parking Services Division, working with the Streets Ahead PFI Client team and contractor as part of the Council's overall transport capital programme.

9. Environmental and Sustainability Implications

- 9.1 The options now discussed could be regarded as having a neutral overall contribution to the City Council's carbon reduction strategy.

10. Mitigation of risk

- 10.1 The risks in developing the schemes now identified relate to the time required to undertake broader reviews, and to the scale of increased costs for those wider solutions.

11. Public Consultation, Alternative Options

- 11.1 The South West Community Assembly held a series of 20mph Consultation Workshops (one in each of the four wards) in order to establish residents preferred sites for the development of 20mph areas. The information received at these workshops was passed to the Transport, Traffic and Parking Services Division and has been considered when developing options for the South West Community Assembly area.
- 11.2 The South West Community Assembly considered a number of alternative schemes when reaching their final nomination, a map showing all the schemes considered is available at Appendix A. When agreeing the priority site for the South West area the Community Assembly also took into consideration accident statistics for each of the potential areas, this information is available at Appendix B.

12. Reasons for Recommendations

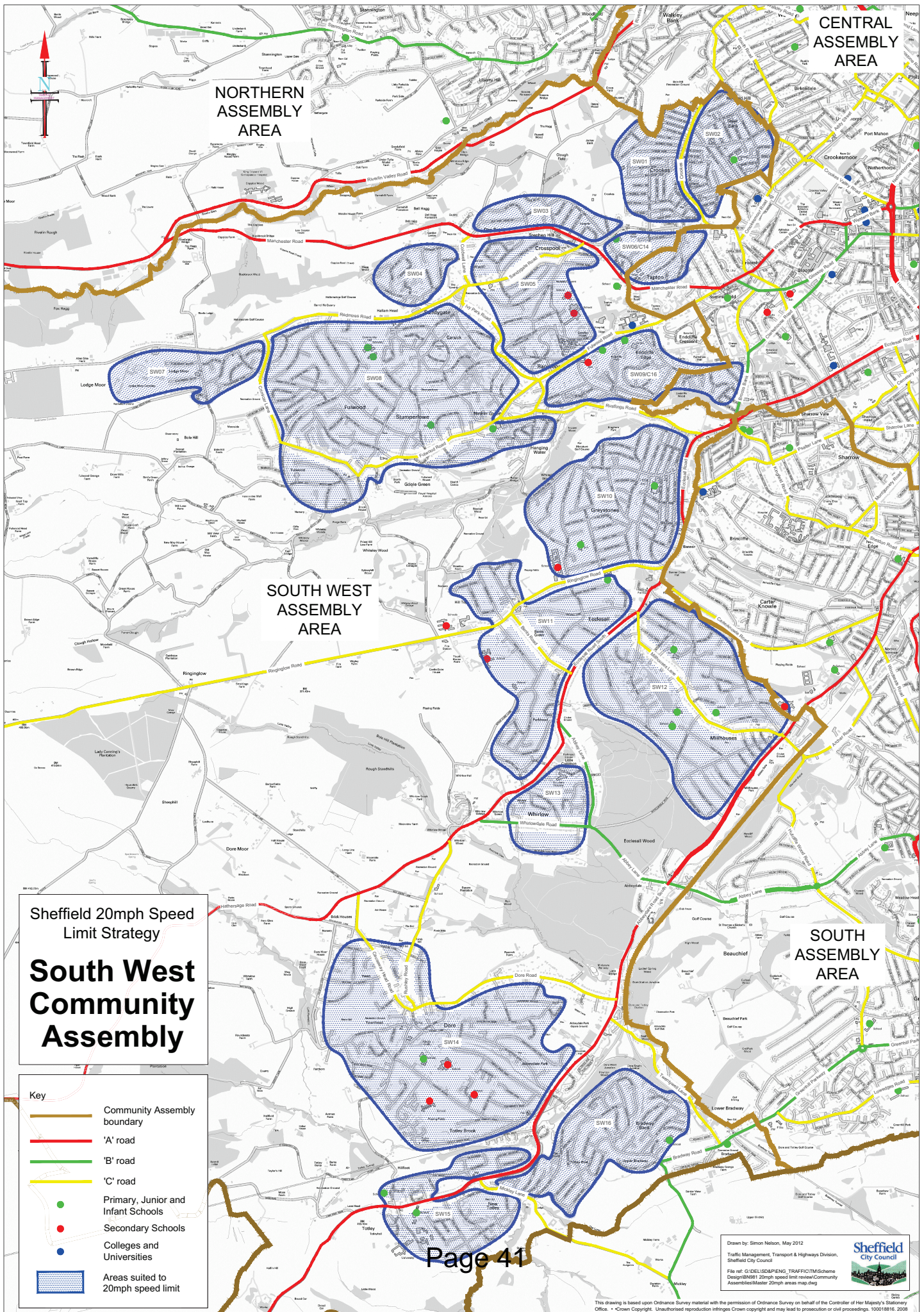
- 12.1 Sheffield Council's Cabinet Highways Committee has recently agreed to fund one 20mph area corporately in each Community Assembly area, with a budget of £40,000 for each, to be implemented within this or the next financial year. This report sets out the South West Community Assemblies nomination to be forwarded to the Cabinet Highways Committee.
- 12.2 Final decisions on the implementation of 20mph Areas will be taken by the Councils Cabinet Highways Committee in September 2012.

13. Recommendations

13.1 That South West Community Assembly Members:

- 13.1.1 Nominate the Steel Bank scheme as the South West Community Assemblies first choice priority for implementation of a 20mph Area.
- 13.1.2 Agree that should the Steel Bank Scheme not be feasible for delivery the Dore scheme is nominated as the second priority area and the Greystones scheme (East and West Combined) is nominated as the third priority area.
- 13.1.3 Agree that details of this decision are forwarded to the Council's Cabinet Highways Committee for inclusion in a future report.

Tammy Barrass
Community Assembly Manager (South West)



NORTHERN
ASSEMBLY
AREA

CENTRAL
ASSEMBLY
AREA

SOUTH WEST
ASSEMBLY
AREA

SOUTH
ASSEMBLY
AREA

Sheffield 20mph Speed
Limit Strategy

South West Community Assembly

Key

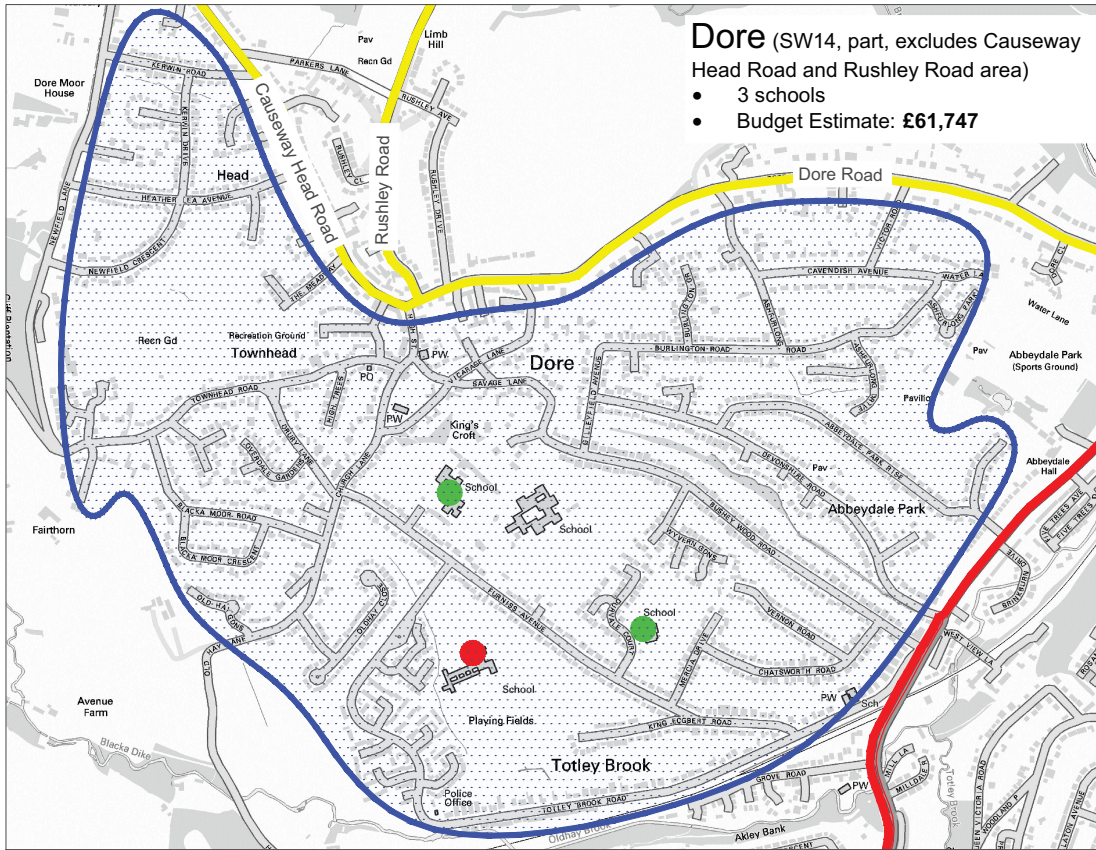
- Community Assembly boundary
- 'A' road
- 'B' road
- 'C' road
- Primary, Junior and Infant Schools
- Secondary Schools
- Colleges and Universities
- Areas suited to 20mph speed limit

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APPENDIX B

Modified (and priced) areas as requested by South West Assembly 14/6/12

Area Reference No.	Area Name	Community Assembly	Schools		Casualties						Severity						Total Casualties	Total Collisions		
			I, J & P	Secondary	Adult			Child			Adult		Child		Fatal	Serious			Slight	
					Driver	Passenger	Pedestrian	Cyclist	Passenger	Pedestrian	Cyclist	Fatal	Serious	Slight						
SW02	Steel Bank (all)	South West	1	0	2	1	3	2	0	4	0	0	0	1	7	0	1	3	12	11
SW10	Greystones (West)	South West	1	1	1	1	3	0	0	2	0	0	0	0	5	0	1	1	7	6
SW10	Greystones (East)	South West	1	0	2	1	0	2	0	0	2	0	0	3	2	0	1	1	7	6
SW14	Dore (part)	South West	1	1	5	1	1	1	0	2	0	0	0	1	10	0	0	2	14	9



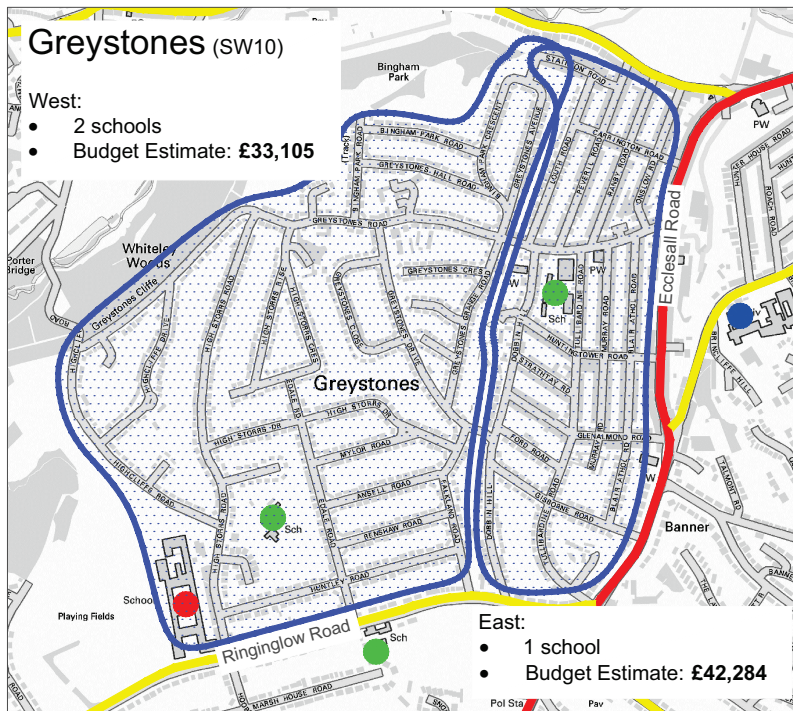
Sheffield 20mph Speed Limit Strategy

South West Community Assembly

Preliminary Selection

Note:

Budget Estimates calculated by Street Force, June 2012 and make an allowance for works cost, fees, contingencies, commuted sum and TRO



- Key**
- 'A' road
 - 'B' road
 - 'C' road
 - Primary, Junior and Infant Schools
 - Secondary Schools
 - Colleges and Universities
 - Potential 20mph speed limit