



# Agenda Item 5

## SHEFFIELD CITY COUNCIL

### Independent Cabinet Member

### Decision

---

<b>Report of:</b>	Executive Director, Place
<b>Date:</b>	11 July 2013
<b>Subject:</b>	Sheffield 20mph Speed Limit Strategy: Objection to proposed 20mph speed limit in the Charnock area
<b>Author of Report:</b>	Simon Nelson, 2736176

---

#### Summary:

To report the receipt of an objection to the introduction of a 20mph speed limit in the Charnock area and set 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.

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

No objections have been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Charnock Hall Primary School.

#### Recommendations:

- 7.1 Make the Charnock 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
  - 7.2 Inform the objector accordingly.
  - 7.3 Make the parking restriction Traffic Regulation Order outside Charnock Hall Primary School and shown in Appendix B of this report in accordance with the Road Traffic Regulation Act 1984.
  - 7.4 Introduce the proposed 20mph speed limit and parking restrictions.
- 

**Background Papers:** NONE

---

**Category of Report:** OPEN

## Statutory and Council Policy Checklist

<b>Article I. Financial Implications</b>
YES Cleared by: Matthew Bullock
<b>Article II. 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>
Birley
<b>Relevant Cabinet Portfolio Leader</b>
Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic and Environmental Wellbeing
<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:  
OBJECTION TO PROPOSED 20MPH SPEED LIMIT IN THE CHARNOCK AREA

1.0 SUMMARY

1.1 To report the receipt of an objection to the introduction of a 20mph speed limit in the Charnock area and set 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 limit 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*.

2.2 The introduction of waiting restrictions at locations around Charnock Hall Primary School would enable better enforcement of School Keep Clear markings and improve road safety for school children. The response to the consultation contributes to the *working better together* value of the Council Plan *Standing up for Sheffield*.

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 and improving the safety of school children. 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*);
- the Council's Vision For Excellent Transport In Sheffield (*a better environment; a culture where the car is not always the first choice*); 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 8<sup>th</sup> March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield<sup>1</sup>. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one

---

<sup>1</sup> [Cabinet Highways Committee report, 8th March 2012: Sheffield 20mph Speed Limit Strategy](#)

within each Community Assembly, during the financial years 2012/13 and 2013/14. The new speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

- 4.2 On 13<sup>th</sup> September 2012 Cabinet Highways Committee approved an implementation programme drawing on nominations from the Community Assemblies for the first seven 20mph areas: Lowedges, Woodthorpe, Uppertorpe, Parson Cross (west), Spink Hall (Stocksbridge), Steel Bank and, in the South East Assembly area, Charnock<sup>2</sup>.
- 4.3 The 20mph Speed Limit Orders for Lowedges, Woodthorpe, Uppertorpe and Parson Cross (west) have been advertised and their implementation approved by Cabinet Highways Committee at its meetings in January and March this year. The intention to make 20mph Speed Limit Order for Charnock has now been advertised.
- 4.4 The intention to introduce a 'prohibition of stopping' Traffic Regulation Order and other parking restrictions around Charnock Hall Primary School has been advertised in tandem with consultation on the 20mph scheme (see paragraph 4.11 below).

#### Consultation on the introduction of a 20mph Speed Limit

- 4.5 Leaflets have been delivered door-to-door to approximately 700 properties informing about the introduction of a 20mph speed limit (see Appendix B).
- 4.6 22 people have contacted the Council to express their support for the 20mph limit and one person has objected. Five others had questions. The grounds for the objection are summarised below together with negative comments that were not specifically termed as objections. All written comments are available to view on request.

- a. *There should be physical traffic calming measures on through-routes through the area - Charnock Dale Road, Bowman Drive, Charnock Hall Road and Carterhall Road (the road the primary school is on)*

Officer Comment: Physical traffic calming measures have proved very effective at controlling speeds and reducing accidents, but are extremely expensive. Funding from central government for new highway schemes has been significantly reduced leaving insufficient finance to implement area-wide traffic calming schemes.

The 20mph Speed Limit Strategy is an attempt to change the driving culture in residential areas, to reduce the sometimes intimidatory impact of traffic on our neighbourhoods. The Council continues to invest in Accident Saving Schemes and road safety education, training and publicity targeted primarily at locations with areas with the highest number of accidents.

- b. *There is no need for a 20mph limit*

Officer comment: The Council is actively attempting to redefine what is

---

<sup>2</sup> [Cabinet Highways Committee report, 13th September 2012: Sheffield 20mph Speed Limit Strategy](#)

considered to be the appropriate speed to drive at in residential areas 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.

*c. The cost of this scheme could be spent on filling in potholes*

Officer comment: The funding being used for this 20mph schemes is provided by central government through the Local Transport Plan and must be used to fund new capital highway works.

Highway maintenance and gritting are funded through the Streets Ahead PFI contract. Extensive highway maintenance isn't programmed for this area until 2016 and so people mentioning this have been advised to report any specific examples requiring urgent repair directly to Streets Ahead.

*d. It will not be enforced*

Officer comment: 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.

We are talking to the Head of Road Policing Group at South Yorkshire Police about appropriate levels of enforcement for the 20mph scheme, and hope to secure the involvement of the Safer Neighbourhood teams to deliver community led 'light touch' enforcement. However, to a large extent the success of the 20mph limit is in the hands of the residents of Charnock and the rest of the city. If enough people modify there driving behaviour, not just in Charnock but in all residential areas, then this will work. But if people decide 'I'm not the problem, it's everybody else' or 'nobody else slows down, why should I?' then it won't.

- 4.7 Several people mentioned that many parents and carers park on footways and verges on Carterhall Road, Charnock Grove and Carterhall Lane when taking children to and from the school, making it difficult and dangerous for the majority of children who walk or whose parents park responsibly. A request for measures to prevent this practice has been forwarded to the Transport Planning team for further assessment with a view to possible inclusion within the programme for delivering accessibility improvements linked to Streets Ahead maintenance work.

Other Consultees

- 4.8 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 share the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal.”*

The police have reviewed the specific proposals for Charnock and have identified a number of locations where they feel that existing speeds are of concern and may not reduce after the reduction of the signed 20mph limit. These areas of concern would be monitored after implementation and if in time speeds remain unaltered additional measures would be considered to improve compliance with the new limit.

- 4.9 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.10 South Yorkshire Passenger Transport Executive has indicated its support in principle for the 20mph Speed Limit Strategy. It has consulted with bus operators about the proposals for Charnock and has received no objections.

#### Parking restrictions at Charnock Hall Primary School

- 4.11 The Council receives numerous requests from residents, parents and head teachers who are concerned with the problems caused by inconsiderate parking outside schools generally and on School Keep Clear markings in particular. In response the Council has set a programme to introduce a Traffic Regulation Order prohibiting parking at every ‘School Keep Clear’ marking in the city. This will enable the Council’s Parking Services officers to enforce the restriction.
- 4.12 The introduction of a TRO at locations around Charnock Hall Primary School was advertised in tandem with consultation for the Charnock 20mph scheme. On-street notices were erected and letters were delivered to fronting properties (see Appendix B). The consultation included the school, statutory consultees, and local councillors.
- 4.13 Six people, including the head teacher, have expressed their support and no objections have been received.

#### Summary

- 4.14 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. Ultimately, the

success or otherwise of these schemes lies primarily in the hands of the residents of this area.

- 4.15 The officer view is that the one objection does not represent a groundswell of opposition to the 20mph limit. It is recommended that the objection be overruled in order to continue the delivery of the 20mph Speed Limit Strategy.
- 4.16 Should the objection to the 20mph speed limit be overruled, the speed limit and the school parking restrictions would be introduced before the end of the current financial year.

#### Relevant Implications

- 4.17 The 20mph area and parking restrictions described in this report are to be funded from an approved allocation from the 2013/14 Local Transport Plan programme.

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
- publicity to promote the benefits of lower speeds in residential areas

- 4.18 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.

- 4.19 An Equality Impact Assessment was conducted for the September 2012 report and 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 The objection relates to the principle of introducing sign-only 20mph speed limits into residential areas, and therefore the recently approved Sheffield 20mph Speed Limit Strategy. As such, no alternative options have been considered. Speeds will be monitored and the addition of further measures will be considered if appropriate, as outlined in 4.8 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 Having considered the objection to the introduction of a 20mph speed limit in Charnock the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objection. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.
- 6.3 No objections have been received in response to the advertisement of Traffic Regulation Orders prohibiting parking on 'School Keep Clear' markings and other associated restrictions outside Charnock Hall Primary School.
- 7.0 RECOMMENDATIONS
- 7.1 Make the Charnock 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objector accordingly.
- 7.3 Make the parking restriction Traffic Regulation Order outside Charnock Hall Primary School and shown in Appendix B of this report in accordance with the Road Traffic Regulation Act 1984.
- 7.4 Introduce the proposed 20mph speed limit and parking restrictions.

Simon Green  
Executive Director, Place

11 July 2013

## **APPENDIX A**





**Help us make our roads safer!**

**20mph SPEED LIMIT**  
**20**  
**CHARNOCK**

**Have your say**

We hope that you will support the new 20mph speed limit but before the limit is introduced we want to invite you to comment on the proposals.

Any objections will be given careful consideration before the Council makes a final decision. If you have any questions or comments please contact:

**Simon Nelson, tel: 0114 273 6176**  
**email: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)**

If you wish to object, please put this in writing and send to:

Transport, Traffic & Parking Services  
2-10 Carbrook Hall Road  
Sheffield S9 2DB

**Objections must be received by 7th June 2013**

**What happens next?**

We plan to introduce the new speed limit in **Autumn 2013**, but this will depend on the response we receive to this leaflet.

We will of course continue to try to improve the safety of the areas around our schools.

**This document can be supplied in alternative formats, please contact 0114 273 6176**

Sheffield City Council  
[www.sheffield.gov.uk](http://www.sheffield.gov.uk)

**We are planning to reduce the speed limit from 30mph to 20mph in Charnock.**

The Council's South East Community Assembly has nominated Charnock to be one of the first of the **new 20mph areas**

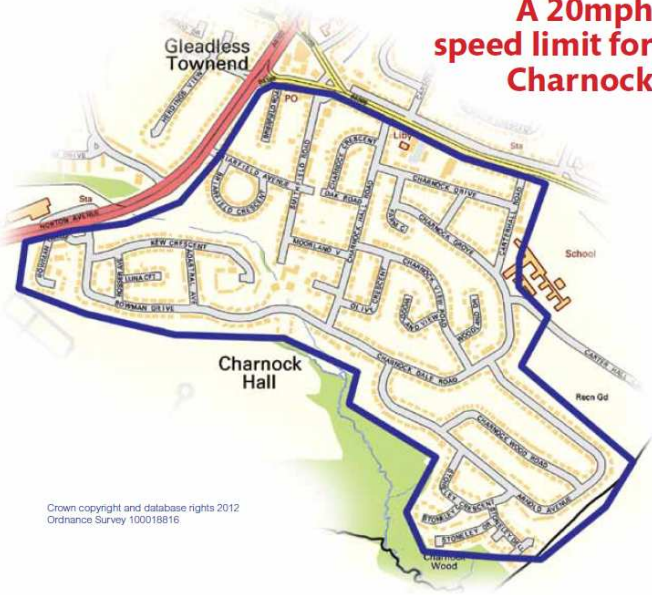
We will also introduce tougher controls to stop people parking on the zig-zag lines outside schools.



**75% recycled**  
This document is printed on 75% recycled paper.



DP13626 / Charnock



**A 20mph speed limit for Charnock**

Lower speeds will help make neighbourhoods safer, more pleasant places for all, particularly our children and elderly.

The boundary of the Charnock 20mph speed limit is shown to the left.

**Why are we doing this?**

A 20mph speed limit will mean:

- 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.



## APPENDIX B

Development Services

Director: L Sturch, MRTPI

Traffic Section, 2-10 Carbrook Hall Road, Sheffield, S9 2DB

E-mail: [simon.nelson@sheffield.gov.uk](mailto:simon.nelson@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)

Fax No: (0114) 2736182

Officer: Mr S Nelson  
Ref: SD/LT075/SKC/SN01

Tel: (0114) 273 6176  
Date: 8 May 2013

The Occupier

Dear Sir/Madam

**Charnock Primary School  
School Keep Clear markings**


I have attached a plan showing proposals to alter parking restrictions in the area around the school.

The proposal includes the introduction of a 'No stopping at any time' Traffic Regulation Order to cover the School Keep Clear markings at the school entrances. This is required to enable the Council's parking enforcement team to enforce these restrictions.

I hope the plan is self explanatory and that you will support the proposals, however if you require any further details please contact me on the above telephone number or email address.

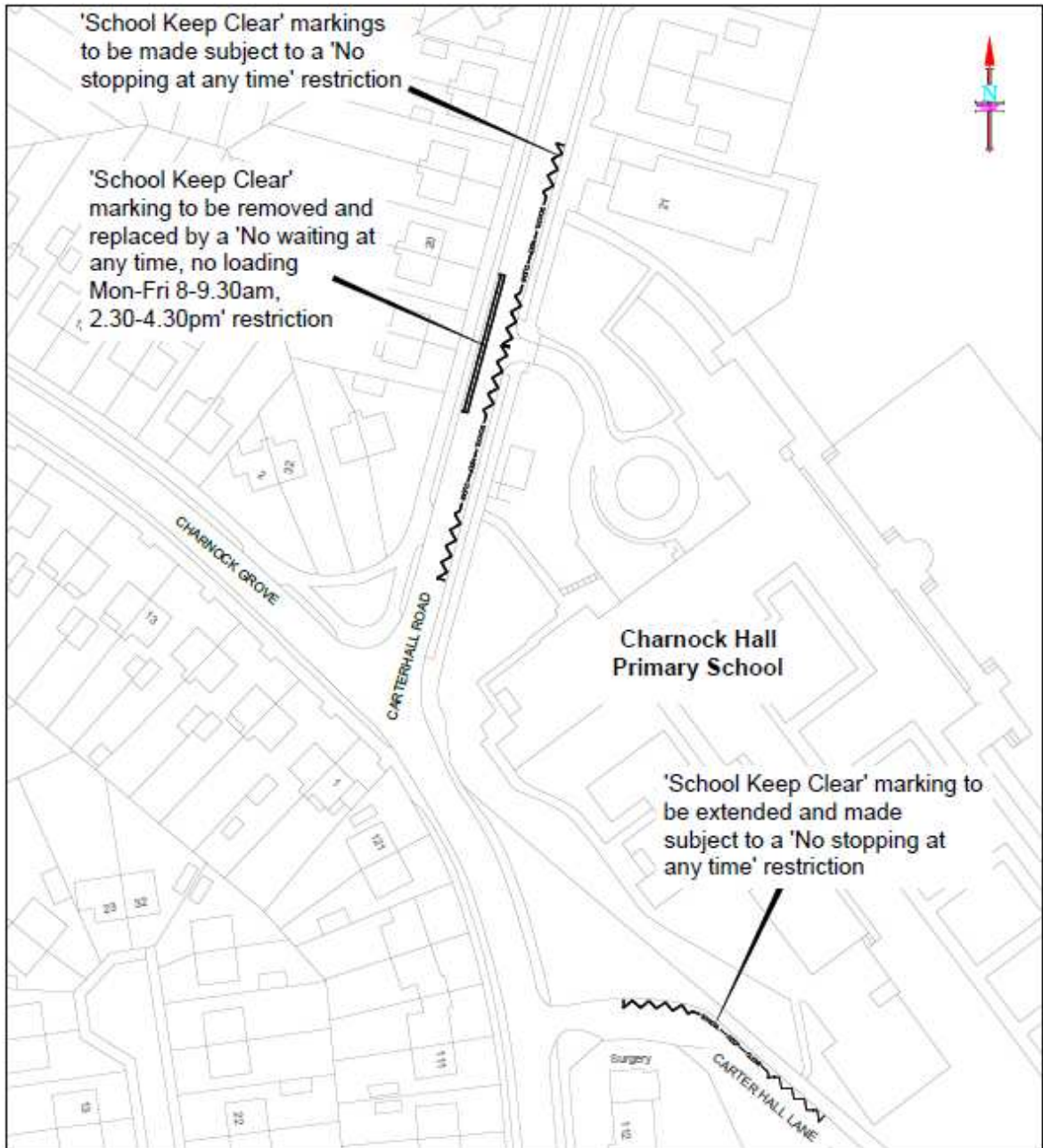
If you wish to make an objection to the proposed Order you must do so in writing to the above address by Friday the 31 May 2013.

Yours faithfully



Simon Nelson  
Scheme Design  
Transport, Traffic and Parking Services.

# Charnock Hall Primary School - Proposed waiting restrictions



Drawing number: SD/LT075/SKC/P01

This drawing is based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationery Office. © Crown Copyright. Unauthorised reproduction infringes Crown copyright and may lead to prosecution or civil proceedings. 100018816. 2013

Simon Nelson, Scheme Design  
Transport, Traffic & Parking Services,  
3 May 2013

File ref: G:\DEL\SD&PEN\TRAFFIC\TMS\scheme  
Design\LT075 Charnock 20mph Area\Charnock  
SKC\Charnock SKC P01 - Consultation drawing.dwg



This page is intentionally left blank