



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of:	Executive Director, Place
Date:	11 July 2013
Subject:	Sheffield 20mph Speed Limit Strategy: Objections to proposed 20mph speed limits in High Green
Author of Report:	Simon Nelson, 2736176

Summary:

To report the receipt of objections to the introduction of a 20mph speed limits in the High Green 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 objections to the introduction of a 20mph speed limit in High Green the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. The introduction of a 20mph speed limit in this area would be in-keeping with the City's approved 20mph Speed Limit Strategy.

A transitional 30mph speed limit on part of Greaves Lane is required to encourage drivers to moderate their speed as they approach the 20mph area from the north.

Recommendations:

- 7.1 Make the High Green 20mph and Greaves Lane 30mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Note the concerns of the Police and monitor speeds on roads within the 20mph area.
- 7.4 Introduce the proposed 20mph and 30mph speed limits.

Background Papers:	NONE
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Category of Report:	OPEN
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Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Adrian Pierce
Legal Implications
YES Cleared by: Deborah Eaton
Equality of Opportunity Implications
YES Cleared by: Ian Oldershaw
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
West Ecclesfield
Relevant Cabinet Portfolio Leader
Leigh Bramall
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:
OBJECTIONS TO PROPOSED 20MPH SPEED LIMIT IN HIGH GREEN, NORTH
OF WORTLEY ROAD

1.0 SUMMARY

1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the High Green 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 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 The High Green 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 '*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 On 8th 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 Sheffield¹. 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. 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.

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

- 4.2 It was also agreed that officers would assist any Community Assembly that wished to pursue the introduction of a 20mph speed limit from its own Local Transport Plan allocation and/or discretionary budget, in-keeping with the principles of the strategy.
- 4.3 At its meeting on 11th December 2012 Northern Community Assembly decided to allocate part of its highway budget for 2012/13 to fund the introduction of a 20mph speed limit in part of the High Green area, north of Wortley Road.
- 4.4 Leaflets were delivered to approximately 680 households within High Green (north) providing information and inviting comments or objections to the introduction of the 20mph Speed Limit Order (see Appendix A). Five people responded to express their support for the new speed limit. However there were five objections. These objections were reported to Cabinet Highways Committee on 14 March 2013. Four of the objectors felt that there is no need for the new limit because they consider speeds to be low already. The fifth supported the introduction of the limit on estate roads, the bulk of the area, but felt it would be inappropriate on Westwood Road which cuts through the estate.
- 4.5 Immediately prior to that meeting, the Chair of the Northern Community Assembly asked officers to consider the inclusion of part of Wortley Road between Thompson Hill and the Jeffcock Road roundabout (including Piece End and the northern end of New Street and Chapel Road) within the 20mph speed limit area.
- 4.6 At the meeting itself, Councillor Bagshaw asked that the remainder of Wortley Road and the section of Mortomley Lane between Jeffcock Road and St Saviours church also be considered for inclusion within the 20mph area.
- 4.7 Whilst endorsing the principle of lowering the speed limit in the area to the north of Wortley Road Members decided to defer a decision on the objections until officers had considered these requests.

Wortley Road and Mortomley Lane

- 4.8 Speed limits should be realistic and reflect the character of the road to which they apply. Introducing an artificially low limit is likely to result in excessive abuse and bring 20mph limits into disrepute. For this reason the approved Sheffield 20mph Speed Limit Strategy concluded that 20mph is generally too low a limit for C-classified distributor roads.
- 4.9 Wortley Road is a classified C-road, a bus route and is the main route between High Green and Chapeltown. These factors suggest that it is unsuited to a 20mph speed limit when considered against the provisions of the Sheffield 20mph Speed Limit Strategy. On the other hand the section between Thompson Hill and the Jeffcock Road is relatively narrow with narrow footways, already has some traffic calming measures and, most

importantly, is directly fronted by High Green Primary School. Traffic surveys conducted after the calming work was completed indicate that average speeds range from 21-25mph. On balance officers feel that it would be reasonable to reduce the speed limit on this part of the road.

- 4.10 Wortley Road to the west of Westwood Road is more rural, having few fronting properties until Markbrook Drive. As such 30mph is the appropriate speed limit for this stretch. It is acknowledged that there have been concerns about the speed of traffic on Mortomley Lane in recent years, primarily involving drivers travelling south towards Chapeltown. Again though, it is felt that 20mph is too low a limit for this road. Furthermore, in both cases the adjoining unclassified roads – Jeffcock Road, Markbrook Drive, Thompson Hill - would also need to be made subject to the 20mph to avoid a situation where a classified distributor road has a lower limit than adjoining unclassified residential roads. There is currently no budget to fund the inclusion of these streets.

Greaves Lane

- 4.11 Greaves Lane, to the north of High Green is currently subject to the national speed limit. It is felt that it would be inappropriate to run a 60mph speed limit straight into a 20mph limit and therefore it is proposed to introduce a 30mph transitional limit for a distance of approximately 310m. This change would also be funded by the Northern Community Assembly.

Consultation

- 4.12 Letters have been delivered to all properties in the area fronting the proposed expansion of the 20mph speed limit (Wortley Road between Thompson Hill and the Jeffcock Road, Piece End and the northern end of New Street and Chapel Road) and the proposed transitional 30mph limit on Greaves Lane. A copy of these letters is contained in Appendix B. These include plans of the proposed changes in speed limit.
- 4.13 No objections have been received to either the expansion of the 20mph limit or the 30mph limit on Greaves Lane. Two people have expressed their support.
- 4.14 The five objections to the 20mph limit north of Wortley Road remain outstanding.

South Yorkshire Police

- 4.15 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 High Green 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 (Greaves Lane, Westwood Road and Wortley Road). They cannot support this scheme in its present form.

- 4.16 The police do not support the proposed 30mph transitional speed limit on Greaves Lane. They would normally not support transitional speed limit of less than 600m.

South Yorkshire Fire and Rescue Service and Yorkshire Ambulance Service

- 4.17 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.

South Yorkshire Passenger Transport Executive

- 4.18 SYPTE has indicated its support in principle for the 20mph Speed Limit Strategy. It has consulted with bus operators about the proposals for High Green and has received no objections.

Ward Members

- 4.19 Prior to the Cabinet Highways Committee in March the local ward Members were informed of the consultation responses to proposed 20mph limit in High Green (north of Wortley Road) in accordance with the procedure agreed between the Cabinet Member for Business, Skills and Development and the Director of Development Services. They confirmed their support for the introduction of the new speed limit and their desire for the objections to be overruled.

Discussion

- 4.20 The ‘Sheffield 20mph Speed Limit Strategy’ notes that assistance will be given to any Community Assembly that wishes to fund the introduction of a 20mph speed limit in a residential area.

- 4.21 Whilst acknowledging that speeds on the majority of roads in the area are already low and that there have been no reported injury accidents during the five years to March 2012, officers are of the opinion that the High Green area north of Wortley Road is suited to a 20mph limit. This includes Westwood Road, an unclassified residential road.
- 4.22 The speeds of traffic using the roads which are of concern to the police will be monitored after implementation and if in time, speeds remain unaltered additional measures will be considered to improve compliance with the new limit.
- 4.23 There have been no objections to the introduction of a 30mph speed limit on Greaves Lane, however South Yorkshire Police have stated that they cannot support the introduction of a speed limit over such a short length. Whilst understanding the reservations expressed by the police, officers remain of the opinion that a transitional section of 30mph speed limit between the existing 60mph limit of Greaves Lane and the proposed 20mph limit in High Green is required. This should ensure that speeds within the new area are more closely aligned to the signed limit. It would be preferable to have a longer transitional section, say 600m, to promote compliance but the character of Greaves Lane does not lend itself to this. The road is predominantly rural, winding and undulating, and overhung by trees affording limited opportunities to position speed limit signs with adequate forward visibility. Without a lower speed limit on Greaves Lane, it is considered that entry speeds into the area would be well in excess of signed limit and this could represent an unnecessary danger. On balance it is felt that the proposed changes in speed limit should be implemented.
- 4.24 The introduction of the scheme would meet local Member priorities whilst complementing the roll out of the Sheffield 20mph Speed Limit Strategy.
- 4.25 The introduction of the new speed limits would be co-ordinated with Streets Ahead work in the area, currently programmed for July to September 2013.

Relevant Implications

- 4.26 The estimated cost of £13.5k, for the 20mph area described in this report would be funded from the Northern Community Assembly's allocation from the 2012/13 Local Transport Plan (LTP), by way of an additional contribution from the Assembly Discretionary budget. Publicity to promote the benefits of lower speeds in residential areas would be funded from the LTP programme in accordance with the Sheffield 20mph Speed Limit Strategy.
- 4.27 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.

4.28 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 objections relate 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 4.22 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 objections to the introduction of a 20mph speed limit in High Green the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. 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 A transitional 30mph speed limit on part of Greaves Lane is required to encourage drivers to moderate their speed as they approach the 20mph area from the north.

7.0 RECOMMENDATIONS

7.1 Make the High Green 20mph and Greaves Lane 30mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.

7.2 Inform the objectors accordingly.


7.3 Note the concerns of the Police and monitor speeds on roads within the 20mph area.

7.4 Introduce the proposed 20mph and 30mph speed limits.


Simon Green
Executive Director, Place

11 July 2013

APPENDIX A



Help us make our roads safer!



Why are we doing this?
Reducing the speed limit to 20 mph will mean:


- There are likely to be fewer accidents.
- Anyone involved in a collision is less likely to be seriously injured. You are far less likely to be seriously injured if struck by a vehicle travelling at 20 mph than at 30 mph.
- People are more likely to cycle and walk.

What happens next?
We plan to start the new speed limit in Summer 2013.

Have your say
If you have any questions or comments please contact:
Simon Nelson, telephone: 0114 273 6176
email: simon.nelson@sheffield.gov.uk

If you wish to object, please put this in writing to:
Transport, Traffic & Parking Services
2-10 Carbrook Hall Road
Sheffield S9 2DB
Formal objections must be received by Friday 4 January 2013


This document can be supplied in alternative formats, please contact 0114 273 6176
Sheffield City Council
www.sheffield.gov.uk/20mph



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DP13437

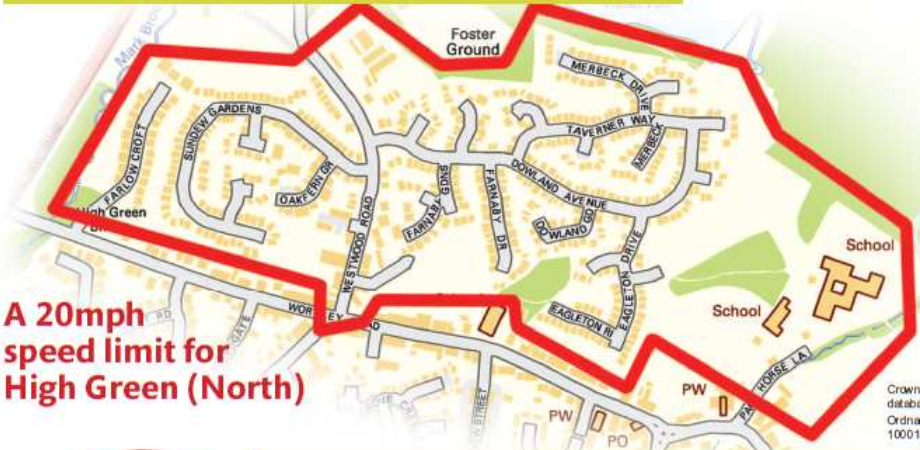
We want to reduce the speed limit to 20mph from 30mph in High Green (North)



We really want to reduce the number of accidents on our roads in Sheffield.


To help us do this we want to reduce the speed limit to **20mph** from 30mph in **High Green (North)**.
Lower speeds will help to make your neighbourhood a safer, more pleasant place for local people to live, particularly for our children and elderly. We are also looking at a number of ways to improve child safety in areas around schools.

The boundary of the High Green (North) 20mph speed limit is outlined in red on the map below.



A 20mph speed limit for High Green (North)

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Ordnance Survey
100018516



What will the new 20mph areas look like?
The entrance to the new area will have speed limit signs to let drivers know the new speed limit. The area will also have small signs mounted on lamp posts to remind drivers of the new lower limit. There will be no traffic calming measures such as road humps, as we don't have the funding available for these.

APPENDIX B

Development Services

Director: L Sturch, MRTPI

2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: simon.nelson@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr S Nelson

Tel: (0114) 273 6176

Ref: TM/LT053/HG/SN02

Date: 7 May 2013

The Occupier

Dear Sir or Madam

20mph Speed Limits in Sheffield

Lower speeds reduce the number of traffic accidents and the severity of injuries. Sheffield City Council believes that lower vehicle speeds in our residential areas will help make neighbourhoods safer places for all residents.

In common with many other cities the council has adopted the principle that it is wrong that minor roads should be subject to the same speed limit as A- and B-roads. It believes that the maximum acceptable speed in residential roads should be 20mph and is now in the process of introducing a lower speed limit in our residential areas. The first seven areas (Lowedges, Woodthorpe, Upperthorpe, Parson Cross West, Charnock, Spink Hall and Steel Bank) are on course to have a 20mph speed limit by the end of 2013. Further 20mph limits will come into force in the coming years.

In the past we have built road humps to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding the council receives 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 speed limits in a greater number of areas.

High Green (North) 20mph Speed Limit and Wortley Road

Each of the council's seven Community Assemblies has its own budget for highway works which it uses to respond to concerns raised by the local community. The Northern Assembly, keen to support the roll out of 20mph limits, has decided it wants to use some of that budget to fund a scheme in the northern part of High Green. You may be aware that residents living to the north of Wortley Road have recently been consulted about the introduction of a 20mph speed limit in that area.

Having reviewed the response to that consultation the Assembly has confirmed that it wishes to fund the introduction of the new limit. **It also wants to expand the area covered to include part of Wortley Road between Thompson Hill and the Jeffcock Road roundabout** (including Piece End and the northern end of New Street and Chapel Road), as shown on the attached drawing.

Wortley Road is not a purely residential road. It is a bus route and is the main route between High Green and Chapeltown. On the other hand it is relatively narrow with narrow footways, already has some traffic calming measures and, most importantly, is directly fronted by High Green Primary School. On balance the council feel that it would be appropriate to reduce the speed limit on this part of the road.

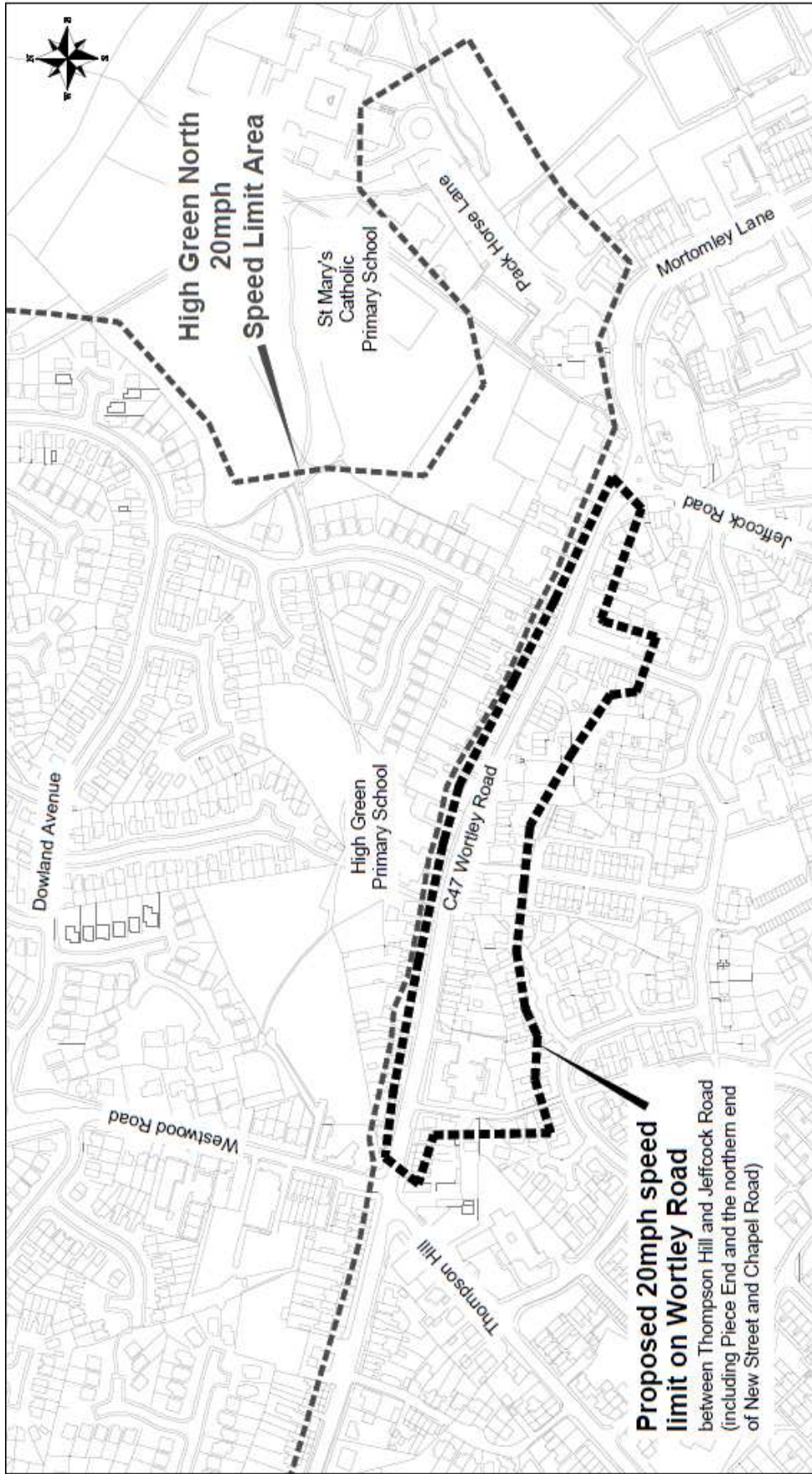
We know that speed reductions in 'sign-only' 20mph areas can be small to start off with but we are committed to working with the community to spread the message ***that every driver that slows down helps to make the area safer.***

We hope to introduce the new limit later this year but before a final decision is made we are inviting you to comment on the proposal for Wortley Road. Please contact me on the above telephone number or email address if you have any comments or questions. If you wish to lodge an objection to the new speed limit you must do so in writing, either by email or by writing to me at Transport, Traffic and Parking Services, 2-10 Carbrook Hall Road, Sheffield, S9 2DB. **Any objections must be received by Friday 31 May 2013.**

Yours faithfully

A handwritten signature in black ink, appearing to read 'S. Nelson', written in a cursive style.

Simon Nelson, Scheme Design Group
Transport, Traffic & Parking Services



Drawing number: SD/ILT053/HGN/SLO/PO2



Simon Nelson, Scheme Design
 Transport, Traffic & Parking Services,
 30 April 2013
 File ref: G:\DEL\GD\PIENG_TRAFFIC\TMScheme Design\ILT053 Northern
 Community Assembly schemes 2012-13\High Green (north) 20mph
 area\K404High Green area 03.dwg

Proposed expansion of the High Green North 20mph speed limit area to include part of Wortley Road

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Development Services

Director: L Sturch, MRTPI

2-10 Carbrook Hall Road · Sheffield · S9 2DB

Email: simon.nelson@sheffield.gov.uk Fax: (0114) 273 6182

Officer: Mr S Nelson

Tel: (0114) 273 6176

Ref: TM/LT053/HG/SN03

Date: 7 May 2013

The Occupier

Dear Sir or Madam

20mph Speed Limits in Sheffield

Lower speeds reduce the number of traffic accidents and the severity of injuries. Sheffield City Council believes that lower vehicle speeds in our residential areas will help make neighbourhoods safer places for all residents.

In common with many other cities the council has adopted the principle that it is wrong that minor roads should be subject to the same speed limit as A- and B-roads. It believes that the maximum acceptable speed in residential roads should be 20mph and is now in the process of introducing a lower speed limit in our residential areas. The first seven areas (Lowedges, Woodthorpe, Upperthorpe, Parson Cross West, Charnock, Spink Hall and Steel Bank) are on course to have a 20mph speed limit by the end of 2013. Further 20mph limits will come into force in the coming years.

In the past we have built road humps to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding the council receives 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 speed limits in a greater number of areas.

We know that speed reductions in 'sign-only' 20mph areas can be small to start off with but we are committed to working with the community to spread the message ***that every driver that slows down helps to make the area safer.***

High Green (North) 20mph Speed Limit and Greaves Lane

Each of the council's seven Community Assemblies has its own budget for highway works which it uses to respond to concerns raised by the local community. The Northern Assembly, keen to support the roll out of 20mph limits, has decided it wants to use some of that budget to fund a scheme in the northern part of High Green. You may be aware that residents living to the north of Wortley Road have recently been consulted about the introduction of a 20mph speed limit in that area.

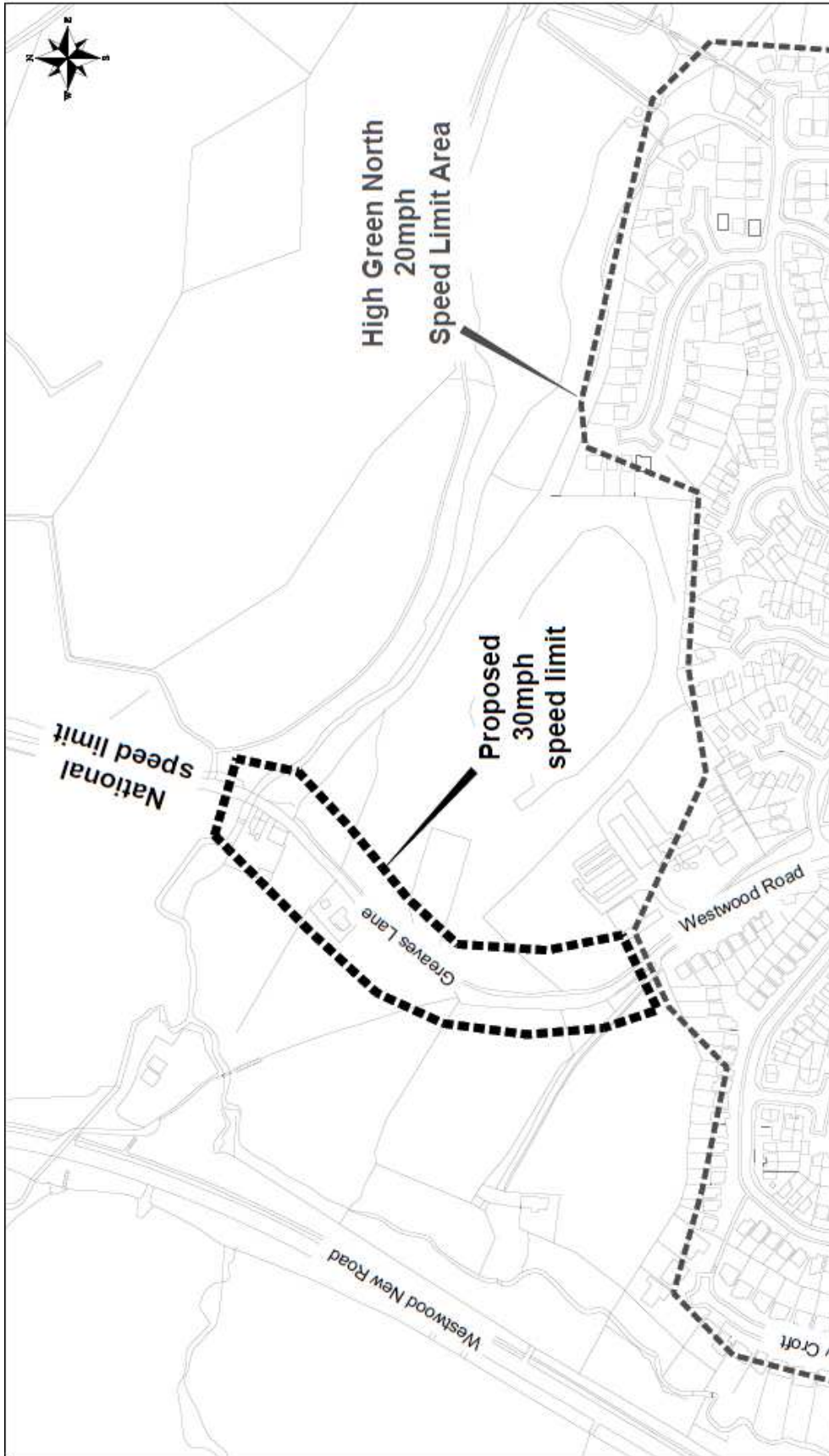
Having reviewed the response to that consultation the Assembly has confirmed that it wishes to fund the introduction of the new limit. Unfortunately we are not able to reduce the speed limit of Greaves Lane to 20mph as this should only be applied to roads of a residential nature. However, a ward Councillor has informed me that there have been concerns about the speed of traffic in the area around the recycling centre and cottages. We would therefore also like to **reduce the speed limit to 30mph on a short section of Greaves Lane** (as shown on the attached drawing). This would provide a buffer between the existing 60mph speed limit and the new 20mph limit.

We hope to introduce the new limits later this year but before a final decision is made we are inviting you to comment on the proposal for Greaves Lane. Please contact me on the above telephone number or email address if you have any comments or questions. If you wish to lodge an objection to the new speed limit you must do so in writing, either by email or by writing to me at Transport, Traffic and Parking Services, 2-10 Carbrook Hall Road, Sheffield, S9 2DB. **Any objections must be received by Friday 31 May 2013.**

Yours faithfully

A handwritten signature in black ink, appearing to read 'S. Nelson', written in a cursive style.

Simon Nelson, Scheme Design Group
Transport, Traffic & Parking Services



Drawing number: SD/LT053/HGN/SL0/1P03

Proposed 30mph speed limit on Greaves Lane

Simon Neilson, Scheme Design
Transport, Traffic & Parking Services,
30 April 2013



File ref: G:\DEL\DD\PE\NS_TRAFFIC\DTM\Scheme Design\LT053 Northern
Community Assembly schemes 2012-13\High Green (north) 20mph
area\Acad-high green area 03.dwg

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