**Public Document Pack** 

# Highway Cabinet Member Decision Session

# Thursday 11 July 2013 at 10.00 am

# To be held at the Town Hall, Pinstone Street, Sheffield, S1 2HH

The Press and Public are Welcome to Attend

Members of <mark>the public can attend the sessions to make representations to the Cabinet Member.</mark>

If you wish to speak you will need to register by contacting Democratic Services (contact details overleaf) **no later than 10.00 am** on the last working day before the meeting.



### PUBLIC ACCESS TO THE MEETING

Executive decisions in relation to Highway matters will be taken at Highway Cabinet Member Decisions Sessions. The Cabinet Member for Business, Skills and Development, Councillor Leigh Bramall, will be present at the sessions to hear any representations from members of the public and to approve Executive Decisions.

Should there be substantial public interest in any of the items the Cabinet Member may wish to call a meeting of the Cabinet Highways Committee

A copy of the agenda and reports is available on the Council's website at <u>www.sheffield.gov.uk</u>. You can also see the reports to be discussed at the meeting if you call at the First Point Reception, Town Hall, Pinstone Street entrance. The Reception is open between 9.00 am and 5.00 pm, Monday to Thursday and between 9.00 am and 4.45 pm. on Friday, or you can ring on telephone no. 2734552. You may not be allowed to see some reports because they contain confidential information. These items are usually marked \* on the agenda.

Members of the public can attend the sessions to make representations to the Cabinet Member. If you wish to attend you will need to register by contacting Simon Hughes **no later than 10.00 am on the last working day before the meeting** via email at <u>simon.hughes@sheffield.gov.uk</u> or phone 0114 273 4014

If you would like to attend the meeting please report to the First Point Reception desk where you will be directed to the meeting room. Meetings are normally open to the public but sometimes the Cabinet Member may have to consider an item in private. If this happens, you will be asked to leave. Any private items are normally left until last.

The Cabinet Member's decisions are effective six working days after the meeting has taken place, unless called-in for scrutiny by the relevant Scrutiny Committee or referred to the City Council meeting, in which case the matter is normally resolved within the monthly cycle of meetings.

If you require any further information please contact Simon Hughes on 0114 273 4014 or email <u>simon.hughes@sheffield.gov.uk</u>.

#### FACILITIES

There are public toilets available, with wheelchair access, on the ground floor of the Town Hall. Induction loop facilities are available in meeting rooms.

Access for people with mobility difficulties can be obtained through the ramp on the side to the main Town Hall entrance.

#### HIGHWAY CABINET MEMBER DECISION SESSION 11 JULY 2013

#### Agenda

- 1. Exclusion of Press and Public To identify items where resolutions may be moved to exclude press and public.
- 2. Declarations of Interest To receive any declarations of interest.
- **3. Minutes of Previous Session** To approve the minutes of the Session held on 9 May 2013.
- 4. Objections to Proposed 20MPH Speed Limit in the Steel Bank Area and School Keep Clear Traffic Regulation Order at Westways Primary School Report of the Executive Director, Place.
- 5. Objections to Proposed 20MPH Speed Limit in the Charnock Area Report of the Executive Director, Place.
- 6. Objections to Proposed 20MPH Speed Limit in the Spink Hall Area Report of the Executive Director, Place.
- 7. Objections to Proposed 20MPH Speed Limits in High Green Report of the Executive Director, Place.
- 8. Petition Requesting Road Safety Scheme to Reduce Vehicle Speeds in Cannon Hall Road Area Report of the Executive Director, Place

NOTE: The next Highway Cabinet Member Decision Session will be held on Thursday 8 August 2013 at 10.00 am

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#### ADVICE TO MEMBERS ON DECLARING INTERESTS AT MEETINGS

New standards arrangements were introduced by the Localism Act 2011. The new regime made changes to the way that members' interests are registered and declared.

If you are present at a meeting of the Council, of its executive or any committee of the executive, or of any committee, sub-committee, joint committee, or joint sub-committee of the authority, and you have a **Disclosable Pecuniary Interest** (DPI) relating to any business that will be considered at the meeting, you must <u>not</u>:

- participate in any discussion of the business at the meeting, or if you become aware of your Disclosable Pecuniary Interest during the meeting, participate further in any discussion of the business, or
- participate in any vote or further vote taken on the matter at the meeting.

These prohibitions apply to any form of participation, including speaking as a member of the public.

#### You must:

- leave the room (in accordance with the Members' Code of Conduct)
- make a verbal declaration of the existence and nature of any DPI at any meeting at which you are present at which an item of business which affects or relates to the subject matter of that interest is under consideration, at or before the consideration of the item of business or as soon as the interest becomes apparent.
- declare it to the meeting and notify the Council's Monitoring Officer within 28 days, if the DPI is not already registered.

If you have any of the following pecuniary interests, they are your **disclosable pecuniary interests** under the new national rules. You have a pecuniary interest if you, or your spouse or civil partner, have a pecuniary interest.

- Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.
- Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period\* in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses. This includes any payment or financial benefit from a trade union within the meaning of the Trade Union and Labour Relations (Consolidation) Act 1992.

\*The relevant period is the 12 months ending on the day when you tell the Monitoring Officer about your disclosable pecuniary interests.

- Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -
  - under which goods or services are to be provided or works are to be executed; and
  - which has not been fully discharged.
- Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.
- Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.
- Any tenancy where (to your knowledge) -
  - the landlord is your council or authority; and
  - the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.
- Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -
  - (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
  - (b) either
    - the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
    - if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

Under the Council's Code of Conduct, members must act in accordance with the Seven Principles of Public Life (selflessness; integrity; objectivity; accountability; openness; honesty; and leadership), including the principle of honesty, which says that 'holders of public office have a duty to declare any private interests relating to their public duties and to take steps to resolve any conflicts arising in a way that protects the public interest'.

If you attend a meeting at which any item of business is to be considered and you are aware that you have a **personal interest** in the matter which does not amount to a DPI, you must make verbal declaration of the existence and nature of that interest at or before the consideration of the item of business or as soon as the interest becomes apparent. You should leave the room if your continued presence is incompatible with the 7 Principles of Public Life.

You have a personal interest where -

- a decision in relation to that business might reasonably be regarded as affecting the well-being or financial standing (including interests in land and easements over land) of you or a member of your family or a person or an organisation with whom you have a close association to a greater extent than it would affect the majority of the Council Tax payers, ratepayers or inhabitants of the ward or electoral area for which you have been elected or otherwise of the Authority's administrative area, or
- it relates to or is likely to affect any of the interests that are defined as DPIs but are in respect of a member of your family (other than a partner) or a person with whom you have a close association.

Guidance on declarations of interest, incorporating regulations published by the Government in relation to Disclosable Pecuniary Interests, has been circulated to you previously, and has been published on the Council's website as a downloadable document at -<u>http://councillors.sheffield.gov.uk/councillors/register-of-councillors-interests</u>

You should identify any potential interest you may have relating to business to be considered at the meeting. This will help you and anyone that you ask for advice to fully consider all the circumstances before deciding what action you should take.

In certain circumstances the Council may grant a **dispensation** to permit a Member to take part in the business of the Authority even if the member has a Disclosable Pecuniary Interest relating to that business.

To obtain a dispensation, you must write to the Monitoring Officer at least 48 hours before the meeting in question, explaining why a dispensation is sought and desirable, and specifying the period of time for which it is sought. The Monitoring Officer may consult with the Independent Person or the Council's Standards Committee in relation to a request for dispensation.

Further advice can be obtained from Lynne Bird, Director of Legal Services on 0114 2734018 or email **Jynne.bird@sheffield.gov.uk** 

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# Agenda Item 3

#### **Highway Cabinet Member Decision Session**

#### Highway Cabinet Member Decision Session held 9 May 2013

**PRESENT:** Councillor Leigh Bramall (Cabinet Member for Business, Skills and Development)

ALSO IN Councillor Chris Rosling-Josephs (Cabinet Adviser), John Bann (Head of Traffic, Transport and Parking Services) and Ian Wheeldon (Highways Development Control Manager)

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#### 1. EXCLUSION OF PRESS AND PUBLIC

1.1 No items were identified where it was proposed to exclude the public and press.

#### 2. DECLARATIONS OF INTEREST

2.1 There were no declarations of interest.

# 3. HIGHWAY IMPROVEMENT SCHEME, SAINSBURY SUPERSTORE, WADSLEY BRIDGE

- 3.1 The Executive Director, Place submitted a report providing details of the highway improvement works associated with the Sainsbury store, which is to be built off Clay Wheels Lane. The report also informs members of the public consultation that had been undertaken associated with these works. Approval was sought for the design and implementation of the highway improvement proposals.
- 3.2 Mick Nott, representing Cycle Sheffield, attended the session to make representations to the Cabinet Member. He stated that he did not believe that cyclists had been considered adequately when drawing up the proposals. It should be customer practice to consult with cyclists and cycle groups and this had not happened on this occasion.
- 3.3 Clay Wheels Lane was intended as a SUSTRANS Cycle Network route and that should be a route where a 12 year old could cycle with confidence and the proposals would call that into question. The Penistone Road Cycle Path would not be connected with the cycle route designed in the proposals initially and this would be confusing for many.
- 3.4 Mr Nott believed that the proposals put the convenience of motor traffic above the needs of pedestrians and cyclists. Feedback that he had received from cyclists was that they would not use the new route. In conclusion, he believed that not enough consultation had taken place with cyclists at an early stage and the proposals put the needs of motor users above cyclists.
- 3.5 Matt Turner, a cyclist and local resident of the area, requested that the Cabinet Member did not approve the scheme. There was no mention in the report of the concerns raised by Cycle Sheffield. The routes were inconvenient for cyclists. On

his route, using the new cycle route, he would have to pass through 16 traffic signals whereas there would only be 2 traffic signals for motor users.

- 3.6 In response, Ian Wheeldon, Highways Development Control Manager, commented that he had only recently been made aware of the concerns of cycle users. A meeting would shortly be arranged with the developer, Council officers and cyclists to enable them to express their views. Cyclists and pedestrians were considered at an early stage and developers were required to submit a Transport Assessment when submitting a planning application.
- 3.7 He further commented that, unfortunately, a situation suitable for all was difficult to achieve as officers and developers had to work within existing highway constraints. Officers could only oblige the developer to do what was reasonable within their development. An off carriageway facility had been provided along the route. Despite some concerns the zebra crossing on Penistone Road would not be lost as part of this scheme.
- 3.8 John Bann, Head of Transport, Traffic and Parking Services added that officers had now made a commitment to undertaking Cycle Audits which would help with future schemes when considering the needs of cyclists. Officers could report back to a future session with further information on the proposals which would impact on cyclists in this scheme.
- 3.9 Councillor Leigh Bramall, Cabinet Member for Business, Skills and Development, thanked the members of the public for their attendance. He was minded to approve the scheme but appreciated the concerns that the cyclists had expressed and wanted feedback from the meeting that was to take place between the developers, officers and cycle users and also requested that the detailed proposals be submitted to a future Highway Cabinet Member Decision Session.
- 3.10 **RESOLVED:** That the Cabinet Member for Business, Skills and Development:-
  - (a) approves the highway improvement works shown on drawing number VD12024-D111revB; attached to the report; and
  - (b) delegates authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary Section 278 Highways Act agreement to secure the construction of these works.

#### 3.11 Reasons for Decision

- 3.11. To facilitate the construction of the new retail store, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning Board.
- 3.11. The provision of this store is fully supported by the City Council, and is viewed asan essential element of the regeneration proposals for the Clay Wheels Lane area.

#### 3.12 Alternatives Considered and Rejected

- 3.12. In the Transport Assessments (TA) undertaken the external consultants identified
  the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.
- 3.12. As part of the planning approval process, a number of alternative access layouts
   were considered including alternative access arrangements for the new store and retaining the existing roundabout, following a detailed review of these options it was concluded that the signalised junction arrangements outlined in Appendix A to the report do offer the best all round solution.

#### 4. HIGHWAY IMPROVEMENT SCHEME, RETAIL PARK, STOCKSBRIDGE

- 4.1 The Executive Director, Place submitted a report providing details of the highway improvement works associated with the new retail development, which is to be built off Hunshelf Road Stocksbridge. The report also informed Members of the public consultation that had been undertaken associated with these works and sought approval for the design and implementation of the highway improvement proposals.
- 4.2 **RESOLVED:** That the Cabinet Member, Business, Skills and Development:-
  - (a) approves the highway improvement works as shown on drawing number W50498/100/36; and
  - (b) delegates authority to the Head of Highways Maintenance Client and the Director of Legal Services to negotiate and complete the necessary section 38 and 278 Highways Act agreement to secure the construction of these works.

#### 4.3 **Reasons for Decision**

- 4.3.1 To facilitate the construction of the new retail store and office complex, these improvements are seen as an essential element to ensure safe access to the site is provided, and the impact of the new development traffic is mitigated, as far as is reasonably practical. The proposals address the requirements of the planning consent granted by the Planning Board.
- 4.3.2 The provision of this retail park is fully supported by the City Council, and is viewed as an essential element of the regeneration of the Stocksbridge area.

#### 4.4 Alternatives Considered and Rejected

- 4.4.1 In the Transport Assessments (TA) undertaken the external Consultants identified the mitigation measures which subsequently formed the basis of the relevant conditions to the planning consent granted for the store.
- 4.4.2 During the development of the TA, a significant level of traffic modelling was

undertaken using the City Council's SATURN and AIMSUM models, to identify the optimum arrangement in and around the surrounding highway network. This modelling included some testing with alternative access arrangements, and using just one access point. The conclusion of this testing. The conclusion of this testing was the current proposed access arrangements provided the optimal solution.



# Agenda Item 4 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 limit in the Steel Bank/Crookesmoor area and School Keep Clear Traffic Regulation Order at Westways Primary School
Author of Report:	Simon Nelson, 2736176

#### Summary:

To report the receipt of objections to the introduction of a 20mph speed limit in the Steel Bank/Crookesmoor area and to a proposed Traffic Regulation Order associated with the School Keep Clear markings at Westways Primary School 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 Steel Bank/Crookesmoor 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.

Two residents of Western Road have objected to the advertised time when School Keep Clear markings would operate outside Westways School on Mona Avenue. Reference was made to the limited availability of parking for residents. Officers therefore recommend that the times of the no parking restrictions are reduced to Monday to Friday, 8.00am to 6.30pm, so that parking would be available for residents outside those hours, and have asked the Transport Planning team to reconsider the introduction of a permit parking scheme in this area.

Having considered the objections to the introduction of a prohibition of stopping traffic order at Westways Primary School as described in this report, the officer view is that the reasons set out in this report for making the Traffic Regulation Order as amended by officers outweigh the objections.

#### **Recommendations:**

- 7.1 Make the Steel Bank/ Crookesmoor 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Make the parking restriction Traffic Regulation Order outside Westways Primary and shown in Appendix B of this report, as amended by officers, in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.
- 7.4 Introduce the proposed 20mph speed limit and parking restrictions.

Background Papers: NONE

#### **Statutory and Council Policy Checklist**

Financial Implications         YES       Cleared by: Matthew Bullock         Legal Implications         YES       Cleared by: Deborah Eaton         Equality of Opportunity Implications         YES       Cleared by: Ian Oldershaw         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
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
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
Equality of Opportunity Implications         YES       Cleared by: Ian Oldershaw         Tackling Health Inequalities Implications       NO         NO       NO         Human rights Implications       NO:         Environmental and Sustainability implications       NO         Economic impact       NO         NO       Community safety implications         NO       NO         Human resources implications       NO
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
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Community safety implications         NO         Human resources implications         NO
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Human resources implications NO
NO
-
Property implications
NO
Area(s) affected
Broomhill; Crookes
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 THE STEEL BANK/ CROOKESMOOR AREA AND SCHOOL KEEP CLEAR TRAFFIC REGULATION

#### 1.0 SUMMARY

- 1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the Steel Bank/Crookesmoor area and to a proposed Traffic Regulation Order (TRO) associated with the School Keep Clear markings outside Westways Primary School 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*.

The introduction of a TRO to cover the School Keep Clear markings on Mona Avenue would enable better enforcement of the 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. 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.

It is expected that enforcement of the School Keep Clear restriction will have a significant effect in reducing problem parking at Westways School and so improve the safety of pedestrians.

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 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, Upperthorpe, Parson Cross (west), Spink Hall (Stocksbridge), Charnock and, in the South West Assembly area, Steel Bank<sup>2</sup>.
- 4.3 Subsequent to this meeting the Central Community Assembly requested, and agreed to fund, the expansion of the Steel Bank area, to take in the Crookesmoor Road, Harcourt Road, Marlborough Road area.
- 4.4 The 20mph Speed Limit Orders for Lowedges, Woodthorpe, Upperthorpe 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 Steel Bank has now been advertised.
- 4.5 The intention to introduce a 'prohibition of stopping' Traffic Regulation Order and other parking restriction around Westways School has been advertised in tandem with consultation on the 20mph scheme (see paragraph 4.13 below).

Consultation on the introduction of a 20mph Speed Limit

- 4.6 Approximately 2500 properties have received a leaflet informing about the introduction of a 20mph speed limit (see Appendix A).
- 4.7 45 people have contacted the Council to express their support for the 20mph limit but objections have been received from six people. Three others had questions. The grounds for the objections are summarised below together with negative comments that were not specifically termed as objections. All written comments are available to view on request.
  - a. The limit isn't necessary. "The Council is just looking for something to spend ridiculous money on!" "The imposition of this scheme would be a violation of our liberty as citizens of a free and democratic society"

Officer comment: In common with many other local authorities throughout the country the Council is attempting to redefine what is considered to be the appropriate speed to drive at in residential areas by introducing 20mph limits. 30km/h (18mph) speed limits are rapidly becoming the norm in residential areas throughout Europe. 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

<sup>&</sup>lt;sup>1</sup><u>Cabinet Highways Committee report, 8th March 2012: Sheffield 20mph Speed Limit Strategy</u>

<sup>&</sup>lt;sup>2</sup> Cabinet Highways Committee report, 13th September 2012: Sheffield 20mph Speed Limit Strategy

pleasant place to be.

b. "Where is the evidence that a 20mph speed limit is in any way safer than a 30mph speed limit in residential areas?"

Officer comment: The evidence base on which Councillors made their decision to introduce this 20mph speed limit is set out in the March 2012 report to CHC which explains the likely effects of introducing a 20mph speed limit in residential areas on vehicle speed and accident rates. Councillors have been made fully aware that any initial reductions in speed are likely to marginal, perhaps 1 or 2mph. For example, speeds in the Stradbroke 20mph speed limit area have reduced by 1.8mph on average (but by as much as 4mph on some faster roads). It's clear that the public generally support the introduction of 20mph speed limits<sup>3</sup>, but to be successful a critical mass of drivers need to convert supportive sentiments into actions.

c. Funding should be targeted at specific accident locations and danger points

Officer comment: The 20mph Speed Limit Strategy is not intended to be a way of dealing with specific accident problems. As described above it 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.

Objectors and other consultees have suggested specific locations where there are thought to be safety or other traffic concerns. These have been forwarded to the Transport Planning team for further assessment.

d. Sufficient notification hasn't been made available to all those affected

Officer comment: There will always be a variance of opinion as to whether we strike the right balance between the need to consult residents, the methods used and the costs that are incurred. The City Council has a statutory duty to advertise the intention to introduce any new traffic regulation in the local press (the Sheffield Star) and make the proposals available for inspection at an appropriate location (First Point reception in Howden House). In the case of a speed limit change four weeks must be allowed for people to comment or object. We recognise that this would leave many people unaware of the proposals and so always consult more widely.

The level of additional consultation/information produced varies from scheme to scheme, broadly in line with the level of impact a proposal would have and the number of people it would affect. In the case of Steel Bank and other 20mph schemes the consultation process was set out in the September 2012 Cabinet Highways Committee report. As the changes would affect more or less every household in the area, notices were placed on every street and leaflets delivered door-to-door to all properties.

<sup>&</sup>lt;sup>3</sup> <u>2010 British Social Attitudes Survey: Attitudes to transport</u> (National Centre for Social Research)

e. "The council has clearly made up its mind about this matter and no matter what response is received from the public"

Officer comment: The decision making process that led to this area being selected is explained in the introduction to this report. The South West Community Assembly nominated the Steel Bank area and the Central Assembly wish to fund its expansion. Both clearly support the introduction of a 20mph limit. By approving the 20mph Speed Limit Strategy and advertising *'the intention to introduce a 20mph Speed Limit Order'* it is correct that the Council would like to introduce this scheme. However, Members have said that they would not seek to impose the limit on an area whose residents clearly do not support it.

f. "This wretched scheme will result in a plethora of extra signage"

Officer comment: The proposed measures would be relatively unobtrusive. As explained in the consultation material additional road markings would be limited to the entry points to the 20mph area. The only signing would be small (300mm diameter) 30mph roundels, mounted wherever possible on existing lamp posts.

g. "It will be impossible to police properly"

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 Steel Bank, Crookesmoor and the rest of the city. If enough people modify there driving behaviour, not just in this area 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.

h. "The scheme will increase congestion and air pollution"

Officer comment: At lower, steadier speeds more cars can safely occupy the same road space. That said, it is not anticipated that this scheme would contribute to any congestion that does occasionally occur.

Studies of the impact of physical traffic calming on vehicle emissions

tend to agree that calming can cause a decrease in nitrous oxide emissions but an increase in carbon monoxide, carbon dioxide, oxides of nitrogen and hydro carbon emissions. This is primarily due to drivers slowing down and speeding up between calming features.

At a constant lower speed a driver will generally use less fuel, but it would be misleading to suggest that there would be an immediate reduction in vehicle exhaust emissions resulting solely from the introduction of 20mph limits. In the short-term, the small reductions in speed initially produced by sign-only 20mph speed limits are unlikely to effect vehicle emissions to any appreciable degree. A study of the impact of the introduction of [un-calmed] 30km/h speed limits on vehicle exhaust emissions<sup>4</sup> concluded that "… emissions of most classic pollutants should not be expected to rise or fall dramatically".

*i.* "The serious problem are the pot holes, drivers are watching the roads to avoid the deep pot holes, not the road in front." Roads would be safer if the potholes were filled in.

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 rather than maintenance. Highway maintenance is funded through the Streets Ahead PFI contract. Extensive highway maintenance isn't programmed for this area until 2017 and so the objectors have been advised to report any specific examples requiring urgent repair directly to Streets Ahead

*j.* Two people have commented that the name 'Steel Bank' is inappropriate, one suggesting 'Crookesmoor' be used instead. *"The* area indicated on the map is not Steel Bank because any true resident of this area knows that Steel Bank refers to an area on common side, I suggest you get the thick numpty's with this idea to research local history before you dispense of there services [sic]"

Officer comment: It can be difficult to select a scheme name that accurately reflects the area covered by a scheme that crosses geographical boundaries without adopting an unwieldy double- or triple-barrelled name. As mentioned in 4.3 above the area under consideration has been expanded at the request of the Central Assembly. One of the people commenting suggests that it should have been re-titled 'Crookesmoor' at this point.

As the TRO consultation on the scheme is now complete there will be few occasions when the name would appear save for some very limited correspondence following the Cabinet Members' final decision on the scheme.

#### Northumberland Road

4.8 During the course of the consultation 14 people asked that the boundary of the area be altered to include Northumberland Road between Marlborough Road and Whitham Road, past the entrances to various University sports

<sup>&</sup>lt;sup>4</sup> Impact of 30 km/h zone introduction on vehicle exhaust emissions in urban areas (Luc Int Panis, Steven Broekx, Carolien Beckx; Belgium, 2006)

facilities.

4.9 Whilst this is not a residential road itself, it is regularly used by large numbers of pedestrians and cyclists and officers agree that Whitham Road would be a more natural boundary to the 20mph area. At the time of writing the intention to reduce the speed limit to 20mph on this part of Northumberland Road has been advertised. The University of Sheffield has been consulted and has provided the following statement:

"We would welcome the introduction of the 20mph zone and extension to Whitham Road. The area is very popular with students due to the number of facilities we have in the area and private rental accommodation.

The vast majority of students walk, and increasing numbers cycle, the changes to speed limit will certainly improve conditions for both pedestrians and cyclists. Hopefully this could be extended to encompass further parts of the city to help improve these conditions."

Any objections will be reported verbally at this meeting.

**Other Consultees** 

4.10 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 Steel Bank 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

- 4.11 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.12 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 Steel Bank and has received no

objections.

#### Parking restrictions at Westways Primary School

- 4.13 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.
- 4.14 The introduction of a TRO at locations around Westways Primary School was advertised for the three weeks to 31 May 2013. On-street notices were erected and letters were delivered to 40 fronting properties (see Appendix B). The consultation included the school, statutory consultees, and local councillors.
- 4.15 The proposal included the removal of two obsolete School Keep Clear markings and the introduction of a 'No stopping at any time' TRO to cover the two remaining markings
- 4.16 One resident and the Headteacher have registered their support. Two objections have been received from residents of Western Road who feel that the proposed restrictions would increase pressure on already limited parking opportunities. In response, officers have suggested that the restriction could be amended to 'No stopping Monday-Friday, 8.00am 6.30pm' in attempt to balance the needs of the school and local residents. The times are intentionally longer than the normal school day to allow for any regular after-school activities or future timetable changes.
- 4.17 The Headteacher of Westways School has been contacted to seek her views on this revision. She feels it would be a sensible compromise. However the residents do not wish to withdraw their objection:

"We feel that due to the increasing demand for parking due to the growth of Westways School, the introduction of permit parking in neighbouring roads, and the opening of the University of Sheffield Management School building on Conduit Road parking opportunities for residents have become severely restricted, particularly during the day. The School Keep Clear restrictions, whatever the times of operation, should not be introduced without the parallel introduction of a residents parking scheme in this area"

Officer response: In March 2009 the Council sent questionnaires to properties within the Crookesmoor Permit Parking scheme. Questionnaires were also delivered to properties on streets around the edge of the scheme asking whether residents would like the Crookesmoor scheme to be extended to include their road. This included the 87 properties on Western Road.

14 responses were received from Western Road, nine expressed an interest in being included in a permit parking scheme and five were against. 84% of Western Road residents did not respond. Similar responses were received from residents of other streets near to the Crookesmoor Permit scheme and consequently Members decided that the scheme would not be

#### extended.

A request that the expansion of the Crookesmoor Permit Parking Scheme to include Western Road (and potentially other neighbouring roads) be reconsidered has been forwarded to the Transport Planning team for further assessment.

#### <u>Summary</u>

- 4.18 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.
- 4.19 The officer view is that the six objections do not represent a groundswell of opposition to the 20mph limit. It is recommended that the objections be overruled in order to continue the delivery of the 20mph Speed Limit Strategy.
- 4.20 It is also recommended that the two objections to the instruction of a prohibition of stopping TRO on the School Keep Clears be overruled but the times of operation be from Monday to Friday, 8.00am 6.30pm.
- 4.21 Should the objections to the 20mph speed limit and/or the Westways Primary School Keep Clear restrictions be overruled, the Orders would be introduced before the end of the current financial year.

#### **Relevant Implications**

4.22 The 20mph area and parking restrictions described in this report is to be funded from an approved allocation from the 2013/14 Local Transport Plan programme, with a contribution of from the Central Community Assembly's 2012/13 LTP allocation.

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
- 4.23 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.
- 4.24 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 4.10 above.

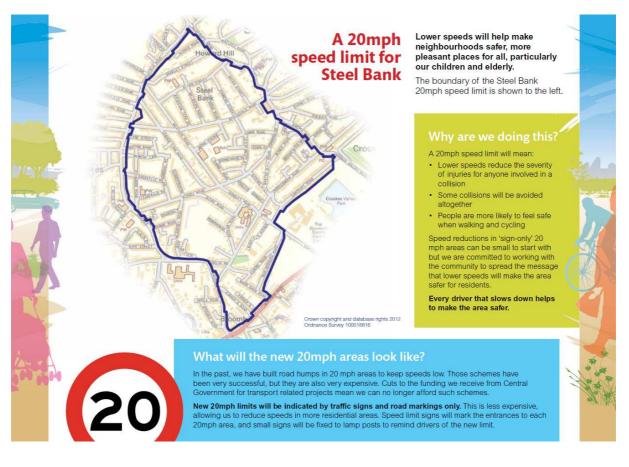
#### 6.0 REASONS FOR RECOMMENDATIONS

- 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 Steel Bank/Crookesmoor 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 Two residents of Western Road have objected to the advertised time when School Keep Clear markings would operate outside Westways School on Mona Avenue. Reference was made to the limited availability of parking for residents. Officers therefore recommend that the times of the no parking restrictions are reduced to Monday to Friday, 8.00am to 6.30pm, so that parking would be available for residents outside those hours, and have asked the Transport Planning team to reconsider the introduction of a permit parking scheme in this area.
- 6.4 Having considered the objections to the introduction of a prohibition of stopping traffic order at Westways Primary School as described in this report, the officer view is that the reasons set out in this report for making the Traffic Regulation Order as amended by officers outweigh the objections.
- 7.0 RECOMMENDATIONS
- 7.1 Make the Steel Bank/ Crookesmoor 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Make the parking restriction Traffic Regulation Order outside Westways Primary and shown in Appendix B of this report, as amended by officers, in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.
- 7.4 Introduce the proposed 20mph speed limit and parking restrictions.

## **APPENDIX A**



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# APPENDIX B

Development Services

Director: L Sturch, MRTPI Traffic Section, 2-10 Carbrook Hall Road, Sheffield, S9 2DB E-mail: <u>simon.nelson@sheffield.gov.uk</u> Fax No: (0114) 2736182 Website: <u>www.sheffield.gov.uk</u>

Officer: Mr S Nelson Ref: SD/LT074/SKC/SN01 Tel: (0114) 273 6176 Date: 8 May 2013

The Occupier

Dear Sir/Madam

#### Westways 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 will allow the Council's parking enforcement team to enforce these restrictions.

We will also remove markings at entrances that are no longer routinely used by pupils.

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.

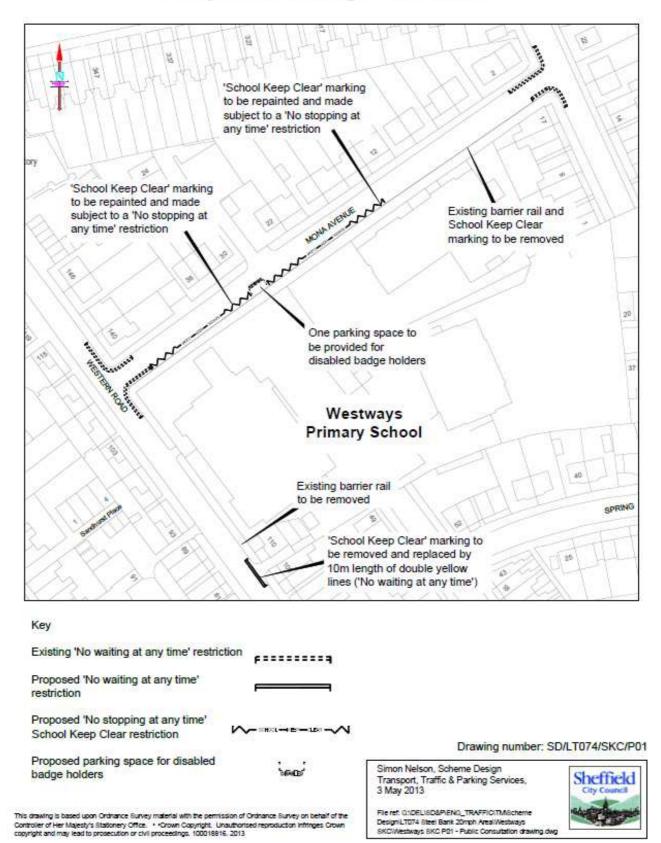
If you wish to make an objection to the proposed Order you must do so in writing to the above address by Friday the 31 May 2013.

Yours faithfully

S. Nolam

Simon Nelson Scheme Design Transport, Traffic and Parking Services.

# Westways Primary School -Proposed waiting restrictions



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# Agenda Item 5 SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

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

### Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by: Matthew Bullock
Article II. 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
Birley
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 Brass release
Press release
YES

#### 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>&</sup>lt;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, Upperthorpe, 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, Upperthorpe 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>&</sup>lt;sup>2</sup> <u>Cabinet Highways Committee report, 13th September 2012: Sheffield 20mph Speed Limit Strategy</u> Page 28

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 longterm 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 shortterm, 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.

#### <u>Summary</u>

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



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 Page 33

E-mail: simon.nelson@sheffield.gov.uk Fax No: (0114) 2736182 Website: www.sheffield.gov.uk

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.

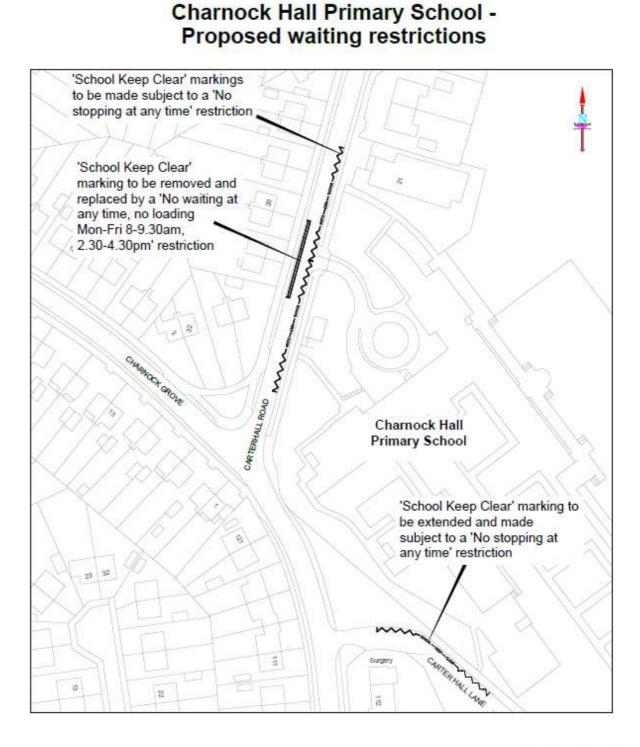
I hope the plan is self explanatory and that you will support the proposals, however if you require any further details please contact me on the above telephone number or email address.

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

Silden

Simon Nelson Scheme Design Transport, Traffic and Parking Services.



### Drawing number: SD/LT075/SKC/P01

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

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# Agenda Item 6 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 limit in the Spink Hall area
Author of Report:	Simon Nelson, 2736176

### Summary:

To report the receipt of objections to the introduction of a 20mph speed limit in the Spink Hall area of Stocksbridge 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 Spink Hall 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.

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 Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School.

### **Recommendations:**

- 7.1 Make the Spink Hall 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Make the parking restriction Traffic Regulation Orders outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High 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	Page 37	

## Statutory and Council Policy Checklist

Article I. Financial Implications
YES Cleared by: Matthew Bullock
Article II. 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
Stocksbridge and Upper Don
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

### 1.0 SUMMARY

- 1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the Spink Hall area of Stocksbridge 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 restrictions on parking at locations around schools in the Spink Hall area of Stocksbridge 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>&</sup>lt;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, Upperthorpe, Parson Cross (west), Steel Bank, Charnock<sup>2</sup> and, in the Northern Assembly area, Spink Hall (Stocksbridge).
- 4.3 The 20mph Speed Limit Orders for Lowedges, Woodthorpe, Upperthorpe 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 Spink Hall has now been advertised.
- 4.4 The intention to introduce 'prohibition of stopping' Traffic Regulation Orders and other parking restrictions around four schools in the area (Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School) has been advertised in tandem with consultation on the 20mph scheme (see paragraph 4.10 below).

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

- 4.5 Leaflets have been delivered door-to-door to approximately 2000 properties informing about the introduction of a 20mph speed limit (see Appendix B).
- 4.6 Seven people have contacted the Council to express their support for the 20mph limit and seven people have objected. Three others had questions. The grounds for the objections are summarised below together with negative comments that were not specifically termed as objections. All written comments are available to view on request.
  - a. The consultation process was flawed. Some people didn't receive a leaflet. Residents haven't had sufficient notification to allow them to digest the proposals and make informed comments

Officer comment: There will always be a variance of opinion as to whether we strike the right balance between the need to consult residents, the methods used and the costs that are incurred. The City Council has a statutory duty to advertise the intention to introduce any new traffic regulation in the local press (the Sheffield Star) and make the proposals available for inspection at an appropriate location (the Council uses First Point reception in Howden House). In the case of a speed limit change four weeks must be allowed for people to comment or object. We recognise that this would leave many people unaware of the proposals and so always consult more widely. The level of additional consultation/information produced varies from scheme to scheme, broadly in line with the level of impact a proposal would have and the number of people it would affect. In the case of Spink Hall and other 20mph schemes the consultation process was set out in the September 2012 Cabinet Highways Committee report. As the changes would affect more

<sup>&</sup>lt;sup>2</sup> Cabinet Highways Committee report, 13th September 2012: Sheffield 20mph Speed Limit Strategy

or less every household in the area notices were placed on every street and a private company was appointed to deliver leaflets delivered door-todoor to all properties.

Five of the people who have contacted the Council say that they did not receive the leaflet, and only knew of the scheme from seeing the street notices. Each mentioned that they know of other people in the same position. (The same company has been used to deliver leaflets to properties in the Steel Bank and Charnock 20mph scheme areas; one person has contacted the Council with a similar complaint.) Officers cannot verify whether any properties were missed out but have spoken to the Project Manager of the delivery company who has offered his apologies and stated that *"To our knowledge we delivered to all houses that were deliverable to. I am very disappointed that you have received any complaints."* Officers continue to be mindful of the need to ensure that everybody concerned has a reasonable opportunity to comment on highway proposals.

b. The Council has already decided it is going to introduce a 20mph limit. A letter has been received from Transport Planning saying that this scheme and others 'are being introduced'"

Officer comment: The decision making process that led to this area being selected is explained above. The Northern Community Assembly nominated the Spink Hall area and clearly supports the introduction of a 20mph limit. By approving the 20mph Speed Limit Strategy and advertising *'the intention to introduce a 20mph Speed Limit Order'* it is clear that the Council would like to introduce this scheme. That said, the term 'are being introduced' should not have been used. As Members have said repeatedly that they would not seek to impose the limit on an area whose residents clearly do not support it inappropriate for officers to make any assumptions regarding the Cabinet Member's decision until any objections have been considered.

c. There should be physical traffic calming measures – something that would make a real difference. "This scheme is an insult"

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.

d. There is no need for a 20mph limit except in areas around schools. Speed isn't an issue because of excessively overcrowded parking any way, due to a poor road infrastructure.

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

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.

e. "The effect of the proposals is not known as sufficient research has not been undertaken. Road speeds may not drop to the level people are expecting leading to a reduction in road safety"

Officer comment: The evidence base on which Councillors made their decision to introduce this 20mph speed limit is set out in the March 2012 report to CHC which explains the likely effects of introducing a 20mph speed limit in residential areas on vehicle speed and accident rates. Councillors have been made fully aware that any initial reductions in speed are likely to marginal, perhaps 1 or 2mph, and that it will be a long-term process to establish lower speeds as the default behaviour. For example, speeds in the Stradbroke 20mph speed limit area have reduced by 1.8mph on average (but by as much as 4mph on some faster roads). Officers are not aware of any evidence to suggest that reductions in speed, small or otherwise, leads to a reduction in road safety.

f. "Alternatives with lower costs and more beneficial impact have not been considered" such as a package of parking restrictions around junctions and near schools, and small targeted traffic calming schemes

Officer comment: The 20mph limit does not preclude any of these measures. As mentioned at paragraph 4.4 above tougher restrictions are to be introduced at the four schools in the area. However, Councillors have already decided that a portion of the Local Transport Plan funding should be spent on the introduction of lower speed limits in residential areas.

*g.* "The proposals are against stated Council policy due to the presence of a major bus route"

Officer comment: The Sheffield 20mph Speed Limit Strategy does state that the limit will not be applied to major bus routes. Cedar Road and Coal Pit Lane are used by a maximum of eight buses per hour. South Yorkshire Passenger Transport Executive has been consulted, as have the bus operators in the area. No objections have been received.

*h.* "I certainly wouldn't want to see anymore 'street furniture' (the posts and signs in the area are already poorly maintained)"

Officer comment: New Street furniture would be kept to a minimum; small 'repeater' speed limit signs would be mounted on existing lamp posts. Highway maintenance is funded through the Streets Ahead PFI contract. The cost of implementing the scheme includes a commuted sum to pay for future maintenance.

*i.* "This is a rural area that should be considered in a different way to other areas of Sheffield."

Officer comment: Despite a rural setting and perhaps more of a village feel than much of Sheffield the area under consideration is

overwhelmingly residential. As stated previously the area was nominated by the Northern Community Assembly.

*j.* Changes should not be made until all the roads and pavements have been brought up to a suitable standard in 2017

Officer comment: The Community Assembly and Cabinet Member are already aware that this scheme would be introduced in advance of Streets Ahead maintenance work in Spink Hall. It is intended to co-ordinate the introduction of future 20mph schemes with the Streets Ahead maintenance programme to keep disruption to a minimum, demonstrate a joined up approach to service delivery and add to the impact of a new 20mph speed limit.

*k.* The cost of this scheme could be spent on more suitable projects in Stocksbridge such as keeping the swimming baths; maintaining the roads; gritting in winter.

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 2017 and so the objectors have been advised to report any specific examples requiring urgent repair directly to Streets Ahead.

*I.* The scheme will increase air pollution

Officer comment: Studies of the impact of physical traffic calming on vehicle emissions tend to agree that calming can cause a decrease in nitrous oxide emissions but an increase in carbon monoxide, carbon dioxide, oxides of nitrogen and hydro carbon emissions. This is primarily due to drivers slowing down and speeding up between calming features.

At a constant lower speed a driver will generally use less fuel, but it would be misleading to suggest that there would be an immediate reduction in vehicle exhaust emissions resulting solely from the introduction of 20mph limits. In the short-term, the small reductions in speed initially produced by sign-only 20mph speed limits are unlikely to effect vehicle emissions to any appreciable degree. A study of the impact of the introduction of [uncalmed] 30km/h speed limits on vehicle exhaust emissions<sup>3</sup> concluded that "… emissions of most classic pollutants should not be expected to rise or fall dramatically".

### *m. 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 longterm investment in both driver and community education with publicity to keep the focus on driving behaviour in all residential areas whether or not

<sup>&</sup>lt;sup>3</sup> Impact of 30 km/h zone introduction on vehicle exhaust emissions in urban areas (Luc Int Panis, Steven Broekx, Carolien Beckx; Belgium, 2006)

they are subject to a 20mph limit. It may be possible to realise a shortterm, 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 Spink Hall and the rest of the city. If enough people modify there driving behaviour, not just in Spink Hall 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.

### Other Consultees

4.7 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 Spink Hall 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

- 4.8 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.9 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 Spink Hall and has received no objections.

### Parking restrictions at schools within the proposed 20mph area

4.10 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.

- 4.11 The introduction of TROs at locations around the four schools within the Spink Hall area was advertised in tandem with consultation for the Spink Hall 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.
- 4.12 No objections have been received.

### Summary

- 4.13 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.
- 4.14 The officer view is that the seven objections do not represent a groundswell of opposition to the 20mph limit. It is recommended that the objections be overruled in order to continue the delivery of the 20mph Speed Limit Strategy.
- 4.15 Should the objections to the 20mph speed limit be overruled, the 20mph Order and the school parking restrictions would be introduced before the end of the current financial year.

### **Relevant Implications**

4.16 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
- 4.17 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.
- 4.18 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 4.7 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 Spink Hall 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 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 Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High School.
- 7.0 RECOMMENDATIONS
- 7.1 Make the Spink Hall 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.
- 7.3 Make the parking restriction Traffic Regulation Orders outside Stocksbridge Nursery and Infant School, St Ann's RC Junior and Infant School, Stocksbridge Junior School and Stocksbridge High 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**



### 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

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

This document is printed on 75% recycled paper



DP13626 / Spink Hall

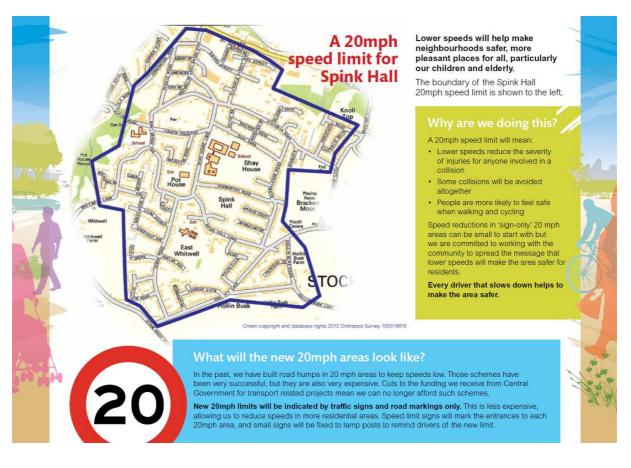
Help us make our roads safer! SPEED NK HAL

We are planning to reduce the speed limit from 30mph to 20mph in Spink Hall.

The Council's Northern Community Assembly has nominated part of Spink Hall 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.





# **APPENDIX B**

SAMPLE LETTER

### **Development Services**

Director: L Sturch, MRTPI Traffic Section, 2-10 Carbrook Hall Road, Sheffield, S9 2DB E-mail: <u>simon.nelson@sheffield.gov.uk</u> Fax No: (0114) 2736182 Website: <u>www.sheffield.gov.uk</u>

Officer: Mr S Nelson Ref: SD/LT077/SKC/SN01 Tel: (0114) 273 6176 Date: 8 May 2013

The Occupier

Dear Sir/Madam

# Stocksbridge Nursery and Infant 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.

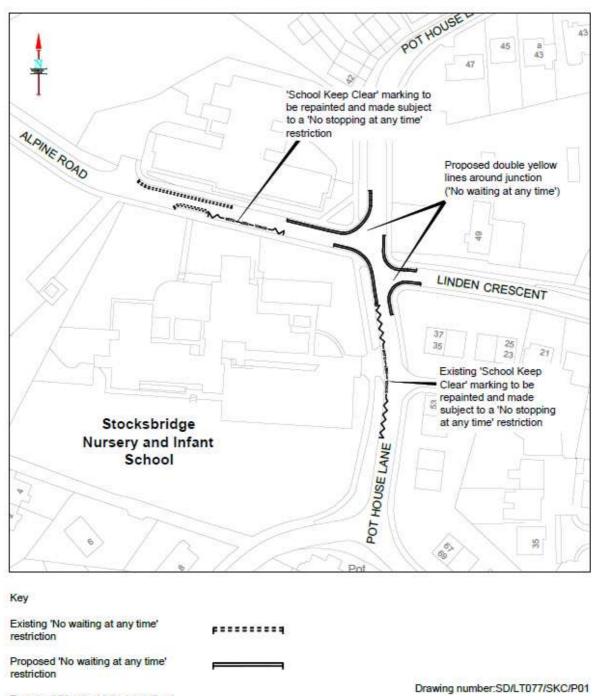
If you wish to make an objection to the proposed Order you must do so in writing to the above address by Friday the 31 May 2013.

Yours faithfully

, Nelson

Simon Nelson Scheme Design Transport, Traffic and Parking Services.

### Stocksbridge Nursery & Infant School -Proposed waiting restrictions



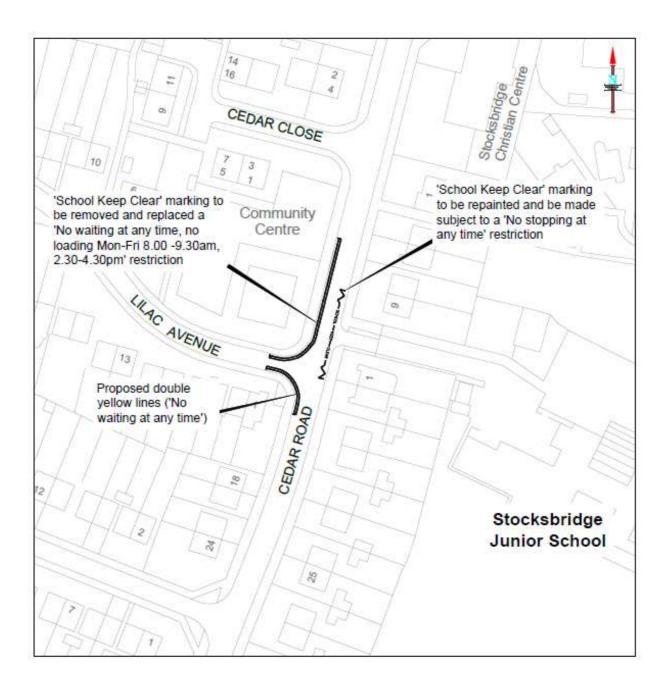
Proposed 'No stopping at any time' School Keep Clear restriction

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

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# Stocksbridge Junior School -Proposed waiting restrictions



### Drawing number:SD/LT077/SKC/P02

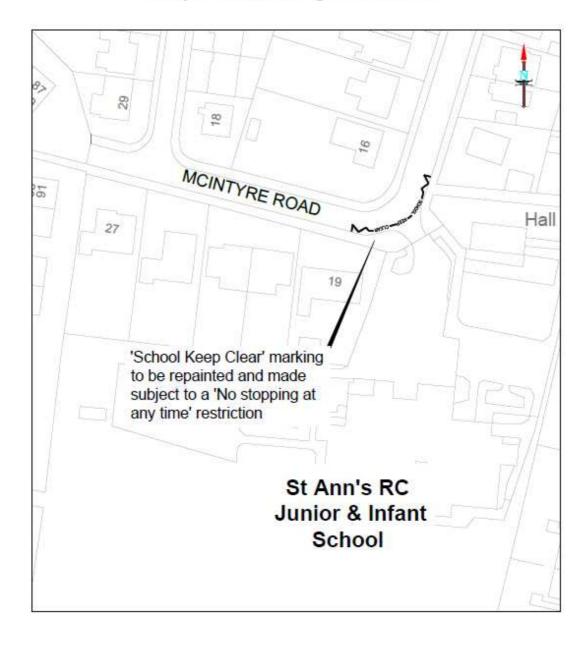
Sheffield

City Cou

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

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### St Ann's RC Junior & Infant School -Proposed waiting restrictions



Drawing number:SD/LT077/SKC/P03

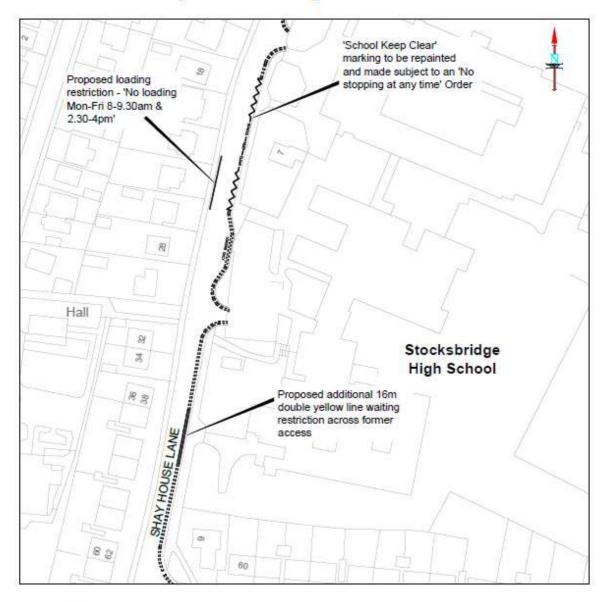
Simon Nelson, Scheme Design Transport, Traffic & Parking Services, 3 May 2013

File net: 0:10ELISD&P/EN0\_TRAFFICITMScheme DesigniET077 Spink Hall 20mph Area/Spink Hall SKC's/Spink Hall SKC - Public consultation.dwg



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## Stocksbridge High School -Proposed waiting restrictions



Key

Existing 'No waiting at any time' restriction

......

Proposed 'No loading Mon-Fri 8-9.30am & 2.30-4pm' restriction

Proposed 'No waiting at any time' restriction

Proposed 'No stopping at any time' School Keep Clear restriction

Drawing number:SD/LT077/SKC/P04

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File ref. G1DEL/SD&P/ENG\_TRAFFIC/TMScheme Design/LT077 Spink Hall 20mph Area/Spink Hall SKC's/Spink Hall SKC - Public consultation.dwg



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# 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

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
Category of Report:	OPEN

## 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 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<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 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.

<sup>&</sup>lt;sup>1</sup> 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 11<sup>th</sup> December 2012 Northern Community Assembly decided to allocate part of its highway budget for 20012/13 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 Land 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



### 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.



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

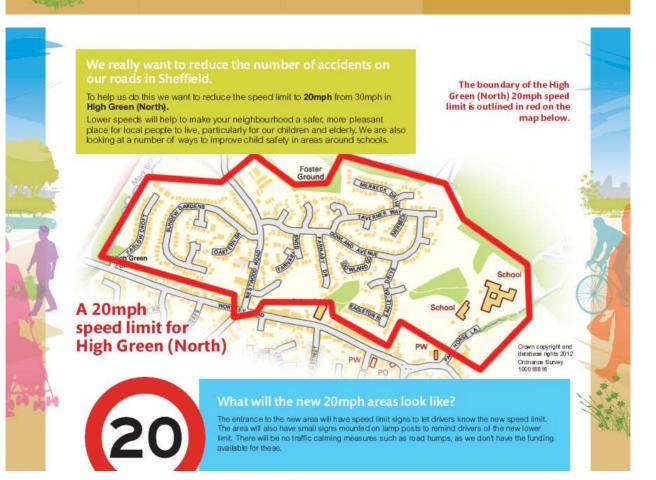
This document can be supplied in alternative formats, please contact 0114 273 6176 Sheffleld City Council www.sheffield.gov.uk/20mph

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**APPENDIX A** 

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Help us make our roads safer!

Page 63

# **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.

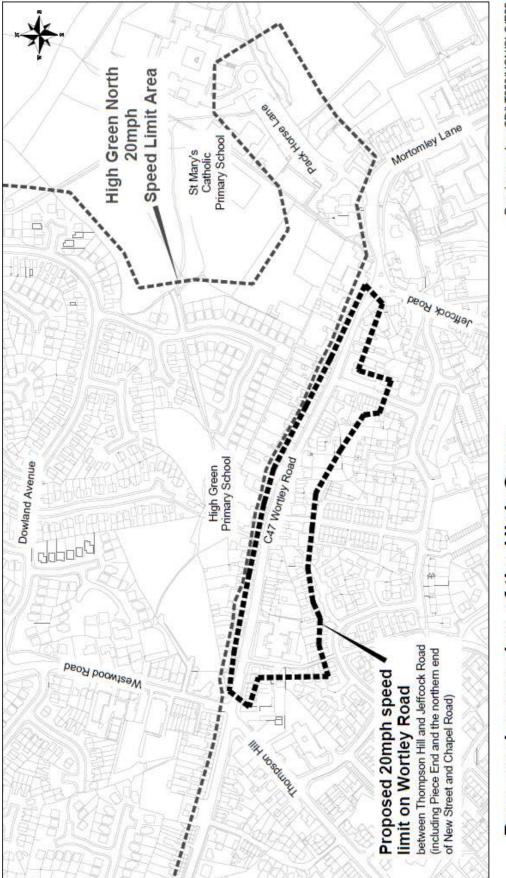
We know that speed reductions in 'sign-only' 20mph areas can be small to start off with but we are committed to working with the community to spread the message *that every driver that slows down helps to make the area safer.* 

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

S. Relam

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



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

# Drawing number: SD/LT053/HGN/SL0/P02

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

Sheffield city council

> OU CHUTE ZO TO File ref. GLOBOLAPIENG\_TRAFFIOTMIScheme DesigniLT053 Northem Community Assembly schemes 2012-13High Green (narth) 20mbh arealAcadHigh Green area OG diag

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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 Tel: 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.* 

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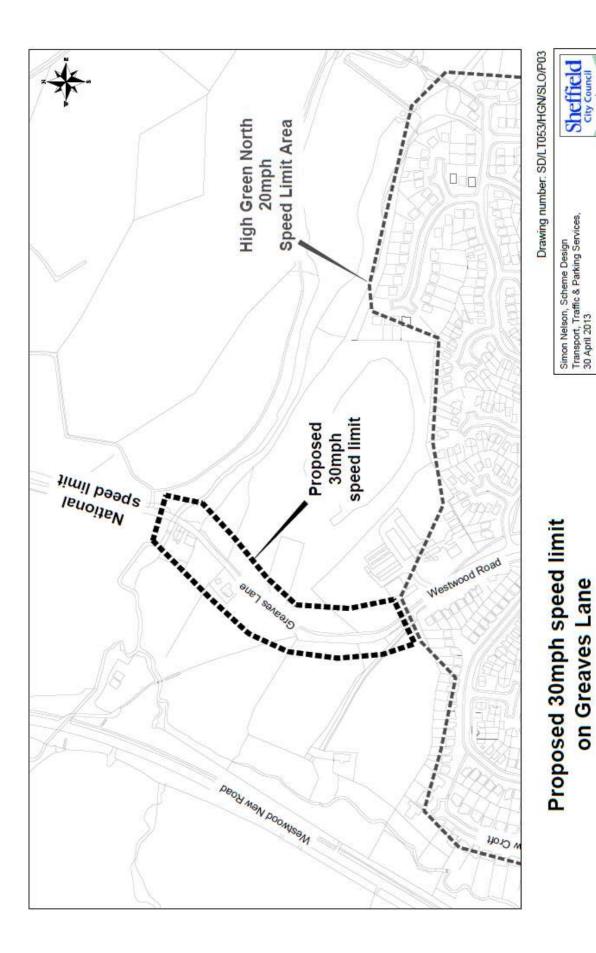
Having reviewed the response to that consultation the Assembly has confirmed that it wishes to fund the introduction of the new limit. Unfortunately we are not able to reduce the speed limit of Greaves Lane to 20mph as this should only be applied to roads of a residential nature. However, a ward Councillor 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

S'Nelson

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





File ref. G:(DEL\09DAP\ENG\_TRAFFIC\TM\05cheme Design\u0053 Nothern Community Assembly schemes 2012-13High Green (north) 20mph ares/scaditigh Green area 03.dwg This page is intentionally left blank



# Agenda Item 8 SHEFFIELD CITY COUNCIL

# Individual Cabinet Member Decision

Report of:	Executive Director, Place	
Date:	11 July 2013	
Subject:	Petition requesting a road safety scheme to reduce vehicle speeds in the Cannon Hall Road area.	
Author of Report:	Simon Botterill (tel. 0114 2736167)	
Summary:	This report investigates a request by petitioners for measures to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road	

### **Reasons for Recommendations:**

Funding identified for the delivery of 20mph speed limit schemes during the financial year 2013/14 has been fully allocated to the installation of seven 20mph areas.

In future years funding will be allocated in accordance with the Sheffield 20mph Speed Limit Strategy. Scheme selection will be prioritised according to the accident record and delivery will be coordinated with the Streets Ahead maintenance programme.

There are waiting restrictions currently being progressed for this area which will address visibility issues around junctions, thus improving safety.

### **Recommendations:**

- 7.1 Address the concerns of the petitioners by including their streets in a future 20mph speed limit area.
- 7.2 Bring forward proposals for a 20mph speed limit as part of the city-wide roll out of the Sheffield 20mph Speed Limit Strategy in accordance with the approved prioritisation method
- 7.3 Inform the lead petitioner of the decision.

Background Papers:	NONE	
Category of Report:	OPEN	

## Statutory and Council Policy Checklist

Financial Implications
NO Cleared by:
Legal Implications
NO Cleared by:
Equality of Opportunity Implications
NO Cleared by:
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
Burngreave
Relevant Cabinet Portfolio Leader
Councillor 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
NO

# PETITION REQUESTING A ROAD SAFETY SCHEME IN THE CANNON HALL ROAD AREA, NORWOOD

- 1.0 SUMMARY
- 1.1 This report considers a request by petitioners for measures to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road.
- 2.0 WHAT DOES THIS MEAN FOR SHEFFIELD PEOPLE
- 2.1 Should proposals be to reduce speed be implemented, it is expected that it 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 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*.
- 3.0 OUTCOME AND SUSTAINABILITY
- 3.1 Measures to reduce speed would represent 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

<u>Petition</u>

- 4.1 A petition containing 35 signatures has been received requesting a road safety scheme to reduce vehicle speeds on Goddard Hall Road, Cannon Hall Road, Hampton Road, Crabtree Close and Fir Vale Road. Receipt of the petition was reported to Cabinet Highways Committee on 13 October 2011.
- 4.2 Reporting on this petition has been delayed until now to enable officers to present it in the context of the roll out of the Sheffield 20mph Speed Limit Strategy and emerging proposals for parking restrictions in this area.

### Accident data

4.3 In the five years to the end of August 2012 there have been eight reported injury accidents in the area covered by the petition. Three of the accidents occurred on Fir Vale Road, all resulting in slight injuries. Five of the accidents were between vehicles and one between a pedal cycle and a stationary car. Two child pedestrians have been injured, one of them seriously.

### Parking issues

- 4.4 There is a longstanding history of demand for on-street parking being outstripped by supply in this residential area, primarily due to staff of and visitors to the Northern General Hospital. This leads some to park inappropriately, for instance leaving their cars close to junctions, which in turn impacts on the ability of pedestrians, cyclists and drivers to safely negotiate these streets.
- 4.5 In July 2010, following objections from residents, Cabinet Highways Committee decided against proceeding with an area-wide permit parking scheme. At that same meeting officers were asked to prepare proposals to rationalise on-street parking provision through the deployment of localised parking restrictions and time-limited parking bays. Residents are currently being consulted on these proposals through a formal Traffic Regulation Order.
- 4.6 The restrictions largely comprise preventing parking near junctions to improve the visibility for both pedestrians and vehicles and it is probable that this will improve the safety of all road users in the area.

### 20mph speed limit areas

- 4.7 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 the residential areas of Sheffield<sup>1</sup>.
- 4.8 These 20mph areas are indicated by traffic signs and road markings and do not include traditional traffic calming features such as road humps. Seven centrally-funded 20mph speed limit areas will be introduced by March 2014, one within each Community Assembly. The North East Assembly 20mph area will be Parson Cross (West).
- 4.9 Future centrally-funded 20mph schemes will be prioritised by both their accident record and the potential to co-ordinate their introduction with the Streets Ahead maintenance programme. This was also determined by Cabinet Highways Committee at the March 2012 meeting.

<sup>&</sup>lt;sup>1</sup> meetings - Cabinet Highways Committee Agenda, 8th March 2012

### **Relevant Implications**

4.9 No legal, financial or equality implications have been identified as officers are not recommending any action is taken at this time.

### <u>Conclusion</u>

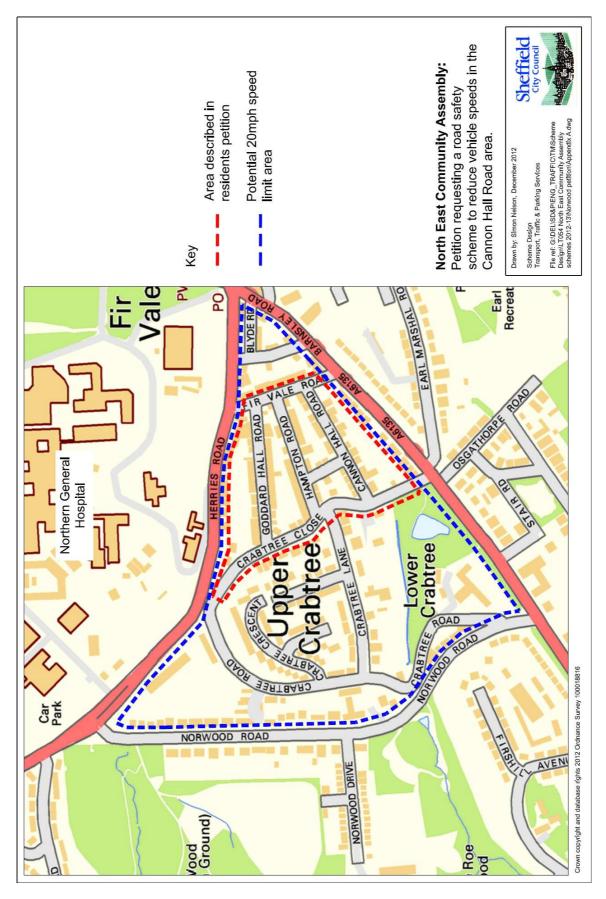
- 4.10 The introduction of restrictions to prevent parking in inappropriate places will help to improve visibility between drivers and pedestrians at junctions but this in itself is unlikely to satisfy the petitioners. It is suggested that the most appropriate road safety intervention would be the introduction of a 20mph speed limit. This should cover a wider area than suggested by the petitioners, likely to be an area bordered by classified roads (the A6102 Herries Road, the A6135 Barnsley Road and the C717 Norwood Road. See Appendix A)
- 4.11 Highway safety schemes are funded from the annual Local Transport Plan settlement and due to the limited funding available these will be prioritised on a 'worst first' basis, aligned to the Streets Ahead programme. There are currently approximately 50 residential areas of the city that have a higher accident record than the Cannon Hall Road area.
- 4.11 This area is not currently identified in the Streets Ahead programme until 2017 and so it is unlikely that sufficient central LTP funding will be available in the near future.
- 5.0 ALTERNATIVE OPTIONS CONSIDERED
- 5.1 This report has investigated the requests made by the petitioners and has recommended that no immediate actions are needed. Under these circumstances no alternatives have been considered.
- 6.0 REASONS FOR RECOMMENDATIONS
- 6.1 Funding identified for the delivery of 20mph speed limit schemes during the financial year 2013/14 has been fully allocated to the installation of seven 20mph areas.
- 6.2 In future years funding will be allocated in accordance with the Sheffield 20mph Speed Limit Strategy. Scheme selection will be prioritised according to the accident record and delivery will be coordinated with the Streets Ahead maintenance programme.
- 6.3 There are waiting restrictions currently being progressed for this area which will address visibility issues around junctions, thus improving safety.
- 7.0 RECOMMENDATIONS
- 7.1 Address the concerns of the petitioners by including their streets in a future 20mph speed limit area.

- 7.2 Bring forward proposals for a 20mph speed limit as part of the city-wide roll out of the Sheffield 20mph Speed Limit Strategy in accordance with the approved prioritisation method.
- 7.3 Inform the lead petitioner of the decision.

Simon Green Executive Director, Place

18 June 2013

# **APPENDIX A**



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