



SHEFFIELD CITY COUNCIL Independent Cabinet Member Decision

Report of: Executive Director, Place

Date: 11 September 2014

Subject: Sheffield 20mph Speed Limit Strategy:
Consultation feedback to the introduction of a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown

Author of Report: Simon Nelson, 2736176

Summary:

This report describes the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown, reports the receipt of objections and sets 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 Heeley/Meersbrook and Longley 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.

Recommendations:

- 7.1 Make the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapeltown 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limits.

Background Papers: Appendix A: Heeley and Meersbrook consultation leaflet
Appendix B: Longley consultation leaflet
Appendix C: Southey Green consultation leaflet
Appendix D: Warren Lane location plan
Appendix E: Warren Lane area consultation letter

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial Implications
YES Cleared by: Gaynor Saxton
Legal Implications
YES Cleared by: Nadine Winter
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
Gleadless Valley, Firth Park, Southey, East Ecclesfield
Relevant Cabinet Portfolio Leader
Jack Scott
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: CONSULTATION FEEDBACK TO THE INTRODUCTION OF A 20MPH SPEED LIMIT IN HEELEY AND MEERSBROOK; LONGLEY; SOUTHEY GREEN; AND THE WARREN LANE AREA OF CHAPELTOWN

1.0 SUMMARY

1.1 This report describes the response from residents to the proposal to introduce a 20mph speed limit in Heeley and Meersbrook; Longley; Southey Green; and the Warren Lane area of Chapeltown, reports the receipt of objections and sets 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 limits 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 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 These schemes 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 healthier population; a safer Sheffield*); 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 8th March 2012, the long-term aim of which is to establish 20mph as the maximum appropriate speed

in residential areas of Sheffield¹. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one within each Community Assembly, during the financial years 2012/13 and 2013/14. The new speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic calming measures such as road humps.

- 4.2 On 13th 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 Steel Bank/Crookesmoor². These schemes have now been implemented.
- 4.3 It is planned to introduce a further seven 20mph schemes this financial year. Heeley and Meerbrook, Longley and Southey Green are the first of these schemes.
- 4.4 Separate from, but in accordance with, the overall 20mph strategy the intention to introduce a 20mph speed limit on Warren Lane and Warren Gardens, Chapeltown has also been advertised. The proposal stems from a long running campaign by local residents for measures to slow traffic on Warren Lane which has been considered and promoted under the Council's Streets Ahead Enhancement assessment process.
- 4.5 In 1991 the first 20mph zone in the UK was introduced in Tinsley. Prior to the adoption of the Sheffield 20mph Speed Limit Strategy a further 24 large and 10 small traffic calmed 20mph zones were established, the smaller ones generally resulting from planning conditions placed on new housing developments. It is currently anticipated that a similar number of sign-only 20mph speed limits will have been implemented by the end of the 2015/16 financial year. Taken together this represents approximately a third of the residential streets in the city.

Sign-only 20mph speed limits		
Year	No. of areas	Notes
2013/14	9	Includes two schemes funded by Community Assemblies
2014/15	8	Subject to the outcome of public consultation. Includes the four schemes described in this report
2015/16	9	Subject to confirmation of funding levels and outcome of public consultation

The introduction of the four schemes described in this report would represent further strides toward the aim of establishing 20mph as the

¹ [Sheffield City Council - Meeting of Cabinet Highways Committee on Thursday 8 March 2012](#)

² [Sheffield City Council - Agenda for Cabinet Highways Committee on Thursday 13 September 2012](#)

default speed limit in all suitable residential areas.

Consultation on the introduction of a 20mph Speed Limit

Heeley and Meersbrook

- 4.6 Approximately 2900 properties have received a leaflet informing about the introduction of the 20mph limit (see Appendix A).
- 4.7 60 people have written or telephoned to express their support for the 20mph limit. A selection of comments are set out below:

*"It's about time people remembered their responsibilities instead of grizzling about their rights and recognise what a privilege it is to not only travel faster than your feet can carry you; but to be able to do it sitting down. 20mph is plenty fast enough in a heavily built up, double parked area such as this."
(Stanley Road)*

*"I support the proposal to place a 20mph speed limit around our neighbourhood. Children play out in the streets, and there are also lots of cyclists and to my mind it's important to prioritise safety over speed."
(Shirebrook Road)*

"The decrease in risk of death from vehicle accidents that accompanies a reduction in the speed limit to 20mph is well documented. The proposal should see more people walking, cycling and using active transport as a way of getting around the neighbourhood. It could also lead to more people... taking more responsibility for the general appearance of their neighbourhood and being more neighbourly in general.

*I've become aware of somebody gaining signatures for a petition against the proposal who is claiming that a motivating factor for its introduction is to raise Council revenue through increased speeding fines."
(Albert Road)*

Officer comment: The police target over 90% of their enforcement on major roads. Any limited, short-term enforcement action that the police do take in 20mph areas comes at the request of the community and usually involves offering advice to drivers rather than issuing fines. The Cabinet Member will be aware that Sheffield City Council does not receive *any* of the proceeds from speeding fines in 20mph areas. The income from speeding fines goes directly to Central Government. If a motorist chooses to take a speed awareness course rather than a fine and points on their licence, the income generated goes South Yorkshire Safer Roads Partnership, which is led by the police. The Partnership allocates this income fund the speed awareness courses with any surplus being used for road safety education in South Yorkshire.

- 4.8 A taxi driver has twice telephoned the Council to strongly object to both the 20mph speed limit policy in general and to this scheme in particular, on the grounds that 20mph is too slow for residential roads and his feeling that

each driver should be responsible for their actions and the speed at which they choose to drive. The objector has been invited to put his comments in writing but has not done so. The objector informed officers that he intended to collect a petition opposing the scheme. No petition has been received.

Longley

- 4.9 Leaflets have been delivered to 1700 properties, but only two people have contacted the Council, one in support and one objection:

"I feel it is a waste of public money as the majority of roads in the area it is impossible to reach a speed of 30 mph as there are parked cars either side of the road... I just feel Sheffield council is so anti car... If you want to reduce speeds have unemployed men with red flags wait on local roads and then have them walk in front of each car (for a small cost) waving the red flag. It would kill two birds with one stone. Reducing speed and unemployment... I have been around 20 mph areas and in 80% of cases car drivers ignore the speed so in the end the council will put speed camera up and it will be just a exercise to earn money."

Southey Green

- 4.10 1100 leaflets have been delivered. No objections have been received and nine people have expressed their support:

"Fully support the proposal. My husband has a wheelchair and has difficulty crossing because of speeding traffic"
(Morgan Avenue)

Warren Lane and Warren Gardens, Chapeltown

- 4.11 A location plan showing Warren Lane and Warren Gardens is included at Appendix D. All properties received a letter explaining the proposal (Appendix E). In response, 13 people have contacted the council, all in favour of the scheme:

"Thank you to Sheffield Council for introducing 20mph limits in the city and I very much hope the Warren scheme goes ahead"

- 4.12 All written comments are available to view on request.

Other Consultees

- 4.13 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 the four areas. Each area contains roads on which they feel speeds may not reduce after the reduction of the signed 20mph limit. These areas of concern will be monitored after implementation and if in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

- 4.14 No response has been received from South Yorkshire Fire and Rescue Service or the Yorkshire Ambulance Service.
- 4.15 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 and has received no objections.

Summary

- 4.16 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.
- 4.17 Having considered the objections to the introduction of a 20mph speed limit in Heeley/Meersbrook and Longley the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections. It is recommended that the proposals set out in this Report be approved in order to continue the delivery of the 20mph Speed Limit Strategy.

Relevant Implications

- 4.18 The 20mph areas described in this report is to be funded from an approved allocation from the 2014/15 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 speed limits in residential areas

The estimated cost of design and installation of each scheme is as follows:

Heeley and Meersbrook	£41,000
Longley	£32,000
Southey Green	£15,000
Warren Lane area	£5,000

- 4.19 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.
- 4.20 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 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 4.12 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 Heeley/Meersbrook and Longley 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.

7.0 RECOMMENDATIONS

- 7.1 Make the Heeley and Meersbrook; Longley; Southey Green and the Warren Lane area of Chapeltown 20mph Speed Limit Orders in accordance with the Road Traffic Regulation Act 1984.

7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limits.

Simon Green
Executive Director, Place

15 August 2014

APPENDIX A

Don't stop on the zig-zag lines

Most pupils walk to school. Of those parents who drive their children to school, most respect the safety of others and park responsibly. However, despite many appeals and warnings a few continue to stop on the 'School Keep Clear' markings at the school gates. The safety of children is too important for this to continue. In future, if you do stop on the zig-zag lines you risk a £70 fine.

What happens next?

We plan to introduce the new speed limit in **Autumn 2014**, but this will depend on the response we receive to this leaflet.

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 lodge an objection to the new speed limit, please put this in writing to:

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

Formal objections must be received by the 25th July 2014.

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

Sheffield City Council
www.sheffield.gov.uk/20mph

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DP15404 / Heeley and Meersbrook

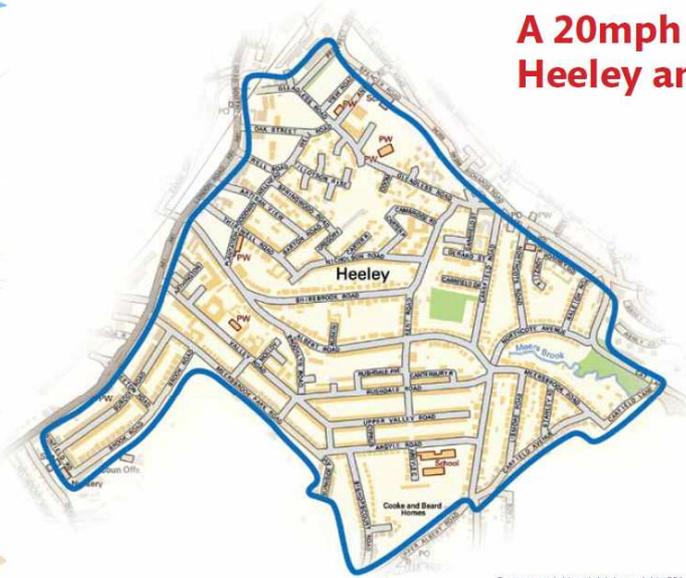
Sheffield City Council

20mph SPEED LIMIT HEeley & MEERSBROOK

Help us make our roads safer!

We are planning to reduce the speed limit from **30mph** to **20mph** in the Heeley and Meersbrook area.

A 20mph speed limit for Heeley and Meersbrook



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Why are we doing this?

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

- Lower speeds reduce the severity of injuries for anyone involved in a collision
- Some collisions will be avoided altogether
- People are more likely to feel safe when walking and cycling

Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.



What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.

APPENDIX B

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Help us make our roads safer!

20mph SPEED LIMIT
20
LONGLEY

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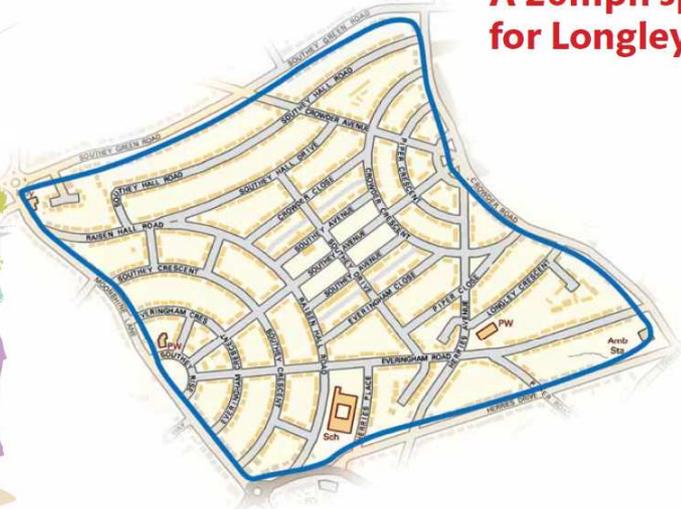
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We are planning to reduce the speed limit from **30mph** to **20mph** in the Longley area.

A 20mph speed limit for Longley



Why are we doing this?

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

- Lower speeds reduce the severity of injuries for anyone involved in a collision
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Speed reductions in 'sign-only' 20 mph areas can be small to start with but we are committed to working with the community to spread the message that lower speeds will make the area safer for residents.

Every driver that slows down helps to make the area safer.

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Ordnance Survey 100018616

What will the new 20mph areas look like?

In the past, we have built road humps in 20 mph areas to keep speeds low. Those schemes have been very successful, but they are also very expensive. Cuts to the funding we receive from Central Government for transport related projects mean we can no longer afford such schemes.

New 20mph limits will be indicated by traffic signs and road markings only. This is less expensive, allowing us to reduce speeds in more residential areas. Speed limit signs will mark the entrances to each 20mph area, and small signs will be fixed to lamp posts to remind drivers of the new limit.



APPENDIX C



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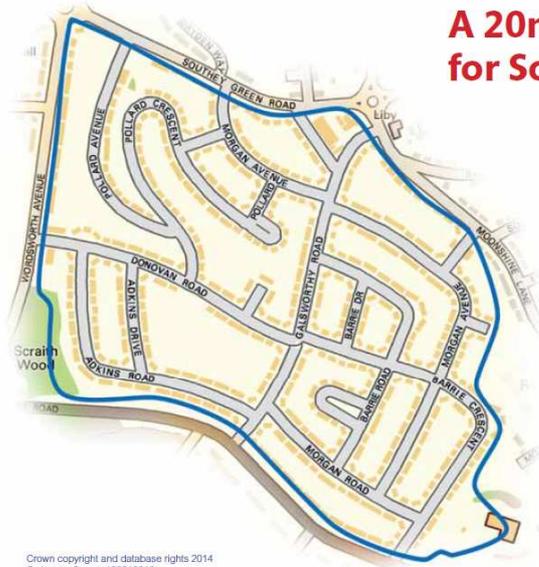
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DP15404 / Southey Green



We are planning to reduce the speed limit from **30mph to 20mph** in the Southey Green area.

A 20mph speed limit for Southey Green



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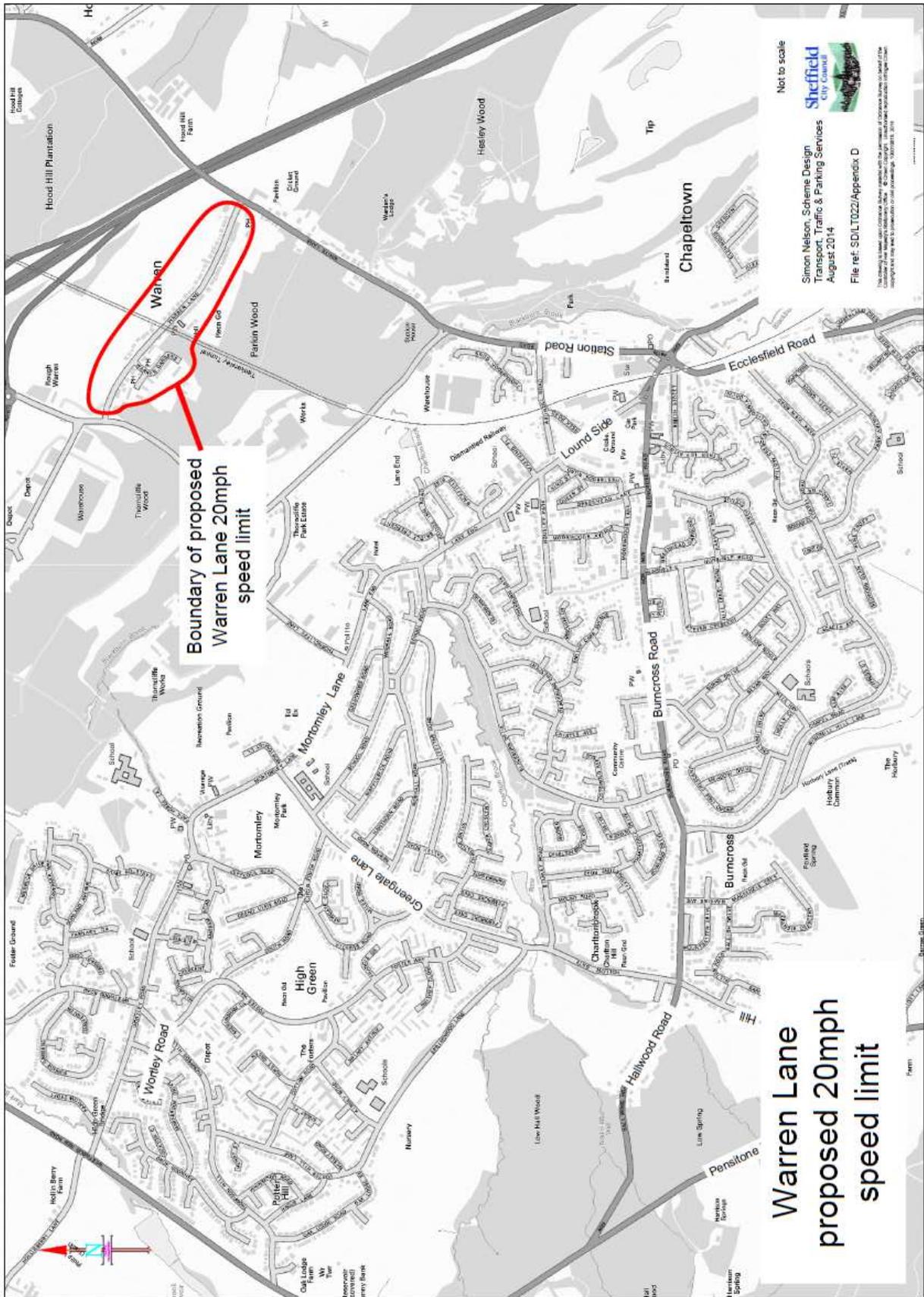


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APPENDIX D



APPENDIX E

Regeneration and Development Services

Director: David Caulfield, RTP1
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/LT122/WL/SN01 Date: 17 July 2014

The Occupier

Dear Sir or Madam

20mph Speed Limits in Sheffield

Sheffield City Council believes that lower traffic speeds in our residential areas will help make neighbourhoods safer, more pleasant places for all residents.

In common with many other cities the council has adopted the principle that it is wrong that minor roads in built-up areas 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 this speed limit in our residential areas.

In the past we have built road humps to keep speeds low. Those schemes have been very successful in terms of reducing the number and severity of accidents 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 recognise that it will take time for people to alter long established driving habits, but any reduction in average speeds will help to make the roads safer.

Over the last twelve months seven 20mph speed limits have been introduced (Lowedges, Woodthorpe, Uppertorpe, Parson Cross West, Charnock, Spink Hall and Steel Bank). Further 20mph limits are planned for this and coming years.

Warren Lane 20mph Speed Limit

We are planning to reduce the speed limit of Warren Lane and Warren Gardens from 30mph to 20mph.

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. Please contact me on the above telephone number or email address if you have any comments or questions.

If you wish to lodge a formal 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 15 August 2014.**

Yours faithfully

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

Simon Nelson
Transport, Traffic & Parking Services

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