



**Author of Report:** Matthew Lowe

**Tel:** 0114 273 6208

**Report of:** Executive Director, Place

**Report to:** Cabinet Member for Infrastructure and Transport

**Date of Decision:** Not before 18 April 2018

**Subject:** Sheffield 20mph Speed Limit Strategy: outcome of public consultation into proposed 20mph speed limit on The Dale and part of Scarsdale Road, Woodseats.

Is this a Key Decision? If Yes, reason Key Decision:	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
- Expenditure and/or savings over £500,000	<input type="checkbox"/>	
- Affects 2 or more Wards	<input type="checkbox"/>	
Cabinet Member Portfolio:	Infrastructure and Transport	
Scrutiny and Policy Development Committee:	Economic and Environmental Wellbeing	
Has an Equality Impact Assessment (EIA) been undertaken?	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
If YES, what EIA reference number has it been given?	473	
Does the report contain confidential or exempt information?	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
If YES, give details as to whether the exemption applies to the full report / part of the report and/or appendices and complete below:		
<i>"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."</i>		

**Purpose of Report:**

This report details the response to the consultation on the proposed 20mph speed limit on The Dale, Woodseats.

**Recommendations:**

- 7.1 Make The Dale Woodseats 20mph Speed Limit Order 2018 in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Submit a proposal to affect the necessary works to introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process.

**Background Papers:**

APPENDIX A – Consultation letter sent to residents

<b>Lead Officer to complete:-</b>	
1	I have consulted the relevant departments in respect of any relevant implications indicated on the Statutory and Council Policy Checklist, and comments have been incorporated / additional forms completed / EIA completed, where required.
	Finance: Damian Watkinson
	Legal: Richard Cannon
	Equalities: Annmarie Johnston
<i>Legal, financial/commercial and equalities implications must be included within the report and the name of the officer consulted must be included above.</i>	
2	<b>EMT member who approved submission:</b> Laraine Manley
3	<b>Cabinet Member consulted:</b> Councillor Jack Scott
4	I confirm that all necessary approval has been obtained in respect of the implications indicated on the Statutory and Council Policy Checklist and that the report has been approved for submission to the Decision Maker by the EMT member indicated at 2. In addition, any additional forms have been completed and signed off as required at 1.
	<b>Lead Officer Name:</b> Matthew Lowe Susie Pryor
	<b>Job Title:</b> Senior Engineer Senior Transport Planner
<b>Date:</b> 10 April 2018	

## 1.0 PROPOSAL

- 1.1 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 Sheffield<sup>1</sup>. A total of seventeen 20mph areas have now been completed, with an eighteenth about to be introduced. Each speed limit is indicated by traffic signs and road markings only. They do not include any ‘physical’ traffic calming measures (such as road humps).
- 1.2 The Strategy was updated on 8th January 2015<sup>2</sup>, in part to better define how individual roads would be considered suitable for the introduction of a 20mph limit. Broadly speaking, residential roads on which average speeds are 24mph or below will automatically be considered suitable. The inclusion of roads with average speeds of between 24mph and 27mph will be considered on a case by case basis using current Department for Transport guidelines. Roads on which the average speed is above 27mph will not be included unless additional capital funding can be identified for appropriate traffic calming measures to help encourage lower speeds.
- 1.3 The Outline Business Case for the 20mph speed limit strategy 2017/18 was approved by the Thriving Neighbourhood and Communities Programme Board on 10 October 2017 and included an allowance for design of and consultation on the Dale 20mph scheme. Delivery of the scheme would be subject to sufficient funding being available in 2018/19 20mph programme.
- 1.5 This report describes the response to the advertisement of the intention to introduce a 20mph speed limit order on The Dale and on part of Scarsdale road, Woodseats

## 2.0 HOW DOES THIS DECISION CONTRIBUTE?

- 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, 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 ‘*thriving neighbourhoods and communities*’. Conducting and responding positively to public consultation is in keeping with the ‘*an in-touch organisation*’ value of the 2015-2018 Corporate Plan.

---

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

<sup>2</sup> [Sheffield City Council - Highway Cabinet Member Decision Session on Thursday 8 January 2015](#)

- 2.2 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 Corporate Plan commitment of “*working towards all residential areas being covered [by a 20mph speed limit] by 2025, at the latest*”
  - 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.

### 3.0 CONSULTATION

- 3.1 A letter and plan was delivered to approximately 77 properties informing residents of the proposal to introduce a 20mph limit on The Dale and on part of Scarsdale Road, Woodseats (see Appendix A).

#### Public consultation

- 3.2 There were seven responses to the public consultation. Six of these responses were in favour of the scheme and one response, whilst not directly stating support, was generally in favour. No objections to the proposal were received.
- 3.3 Three residents raising questions about what form measures would be used on The Dale to control traffic speed.

*“What measures will be taken to ensure that drivers adhere to the proposed limit of 20mph?”*

Resident

*“Could speed bumps be added in front of the two wooded areas opposite Woodseats School as this would slow traffic down without any vibrations affecting the housing on The Dale.”*

Resident

*“I’m interested to know what method of traffic calming is being proposed?”*

Resident

The proposed scheme is a signed only 20mph speed limit in accordance with the approved Sheffield 20mph Speed Limit Strategy. Speed surveys show that vehicle speed is appropriate for a 20mph speed limit. Experience shows that introducing speed humps in such cases has little effect on vehicle speeds and as such no physical traffic calming features are proposed.

- 3.4 An anonymised list of all consultation responses is available.

Other Consultees

- 3.4 E-mails were sent to Cabinet Member, Ward Members, the Local Area Panel, Statutory Consultees, Woodseats Primary School and other interest groups such as CycleSheffield.

- 3.5 Only one response was received in response to these e-mails from CycleSheffield who responded;

*"CycleSheffield supports the speed reduction along the Dale. However, we think the council should go further and introduce a 20mph zone covering all Woodseats including Chesterfield Road where the majority of accidents in this area occur and so where a 20mph limit will have the most benefit.*

CycleSheffield

- 3.6 Although no responses were received to the statutory consultations, 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 shares the clear commitment to address the causes of collisions and support new initiatives that help to achieve this goal."*

The police will review the specific proposals together with current vehicle speed data as part of the Road Safety Audit process. Speeds will continue to be monitored on any road on which they feel drivers' speeds may not reduce after the reduction of the 20mph limit. If in time speeds remain unaltered additional measures will be considered to improve compliance with the new limit.

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

## **4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION**

### **4.1 Equality of Opportunity Implications**

4.1.1 An Equality Impact Assessment (EIA) has been conducted and signed off Number 473. The EIA 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.

### **4.2 Financial and Commercial Implications**

4.2.1 The Outline Business Case for the 2017/18 20mph scheme programme was conditionally approved by the Thriving Neighbourhood and Communities Transport Sub Board in October 2017 and this included an allowance (estimated at £5,000) for the design of and consultation on the Dale 20mph scheme in 2017/18.

4.2.2 The total estimated cost of the scheme, including legal procedures, consultation, design fees, works cost, contract administration is £18k. The estimated allowance for the future maintenance (commuted sum) is around £3k. Making a total cost of £21k for the scheme. This scheme will be funded from an approved allocation from the Local Transport Plan and the commuted sum will be funded from the negative commuted sums on record.

### **4.3 Legal Implications**

4.3.1 The Council as local highway authority have the power to vary speed limits on roads (other than trunk or restricted roads) by making speed limit orders under section 84 of the Road Traffic Regulation Act 1984, for the purposes outlined in section 1 of that act. The procedure in relation to consultation and notification, which is set out in Schedule 9 of the Act and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 must be followed, and proper consideration given to all duly made representatives.

4.3.2 The Council must also have regard to the Department for Transport national policy, which encourages local authorities to consider implementing 20mph speed limits in residential areas.

4.3.3 The Council must also be satisfied that the proposed restriction will secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians). Provided the Council is so satisfied, it is acting lawfully and within its powers.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The principle of sign-only 20mph speed limits has been established in the approved Sheffield 20mph Speed Limit Strategy and, as such, no alternative options have been considered

## **6. 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 The introduction of a 20mph speed limit on the Dale and part of Scarsdale Road would be in-keeping with the City's approved 20mph Speed Limit Strategy.

# APPENDIX A

## City Growth

Head of Strategic Transport and Infrastructure: Tom Finnegan-Smith  
Howden House, 1 Union Street, SHEFFIELD, S1 2SH  
E-mail: [matthew.lowe@sheffield.gov.uk](mailto:matthew.lowe@sheffield.gov.uk)  
Website: [www.sheffield.gov.uk](http://www.sheffield.gov.uk)



Officer: Matthew Lowe  
Ref: 2044-DA-CL1

Tel: (0114) 273 6208  
Date: 2nd February 2018

## ADDRESS

Dear Sir or Madam,

### **Proposed 20mph speed limit The Dale, Woodseats**

The City Council propose to introduce a 20mph speed limit on The Dale and on the part of Scarsdale Road between The Dale and Woodseats Road. Details of this proposal are shown on the plan on the back of this letter.

This speed limit is being proposed as part of the Sheffield 20mph Speed Limit Strategy which aims to establish 20mph as the maximum appropriate speed in residential areas of Sheffield. The long term aim of the strategy is to reduce the number and severity of collisions, reduce the fear of collisions, encourage cycling and walking and contribute towards the creation of a more pleasant environment.

As part of the legal process associated with a Traffic Regulation Order, and the Councils policy to engage with the local community on new schemes you are invited to make comments or objections to this proposal. These must be submitted in writing, details given below, with a deadline for responses of 1st March 2018. Any requests for clarification or further information should also be made in this way.

By e-mail to: [scheme.design@sheffield.gov.uk](mailto:scheme.design@sheffield.gov.uk)

In writing to: Design and Assurance  
Transport, Traffic and Parking Services Division  
Floor 5, Howden House  
1 Union Street  
Sheffield  
S1 2SH

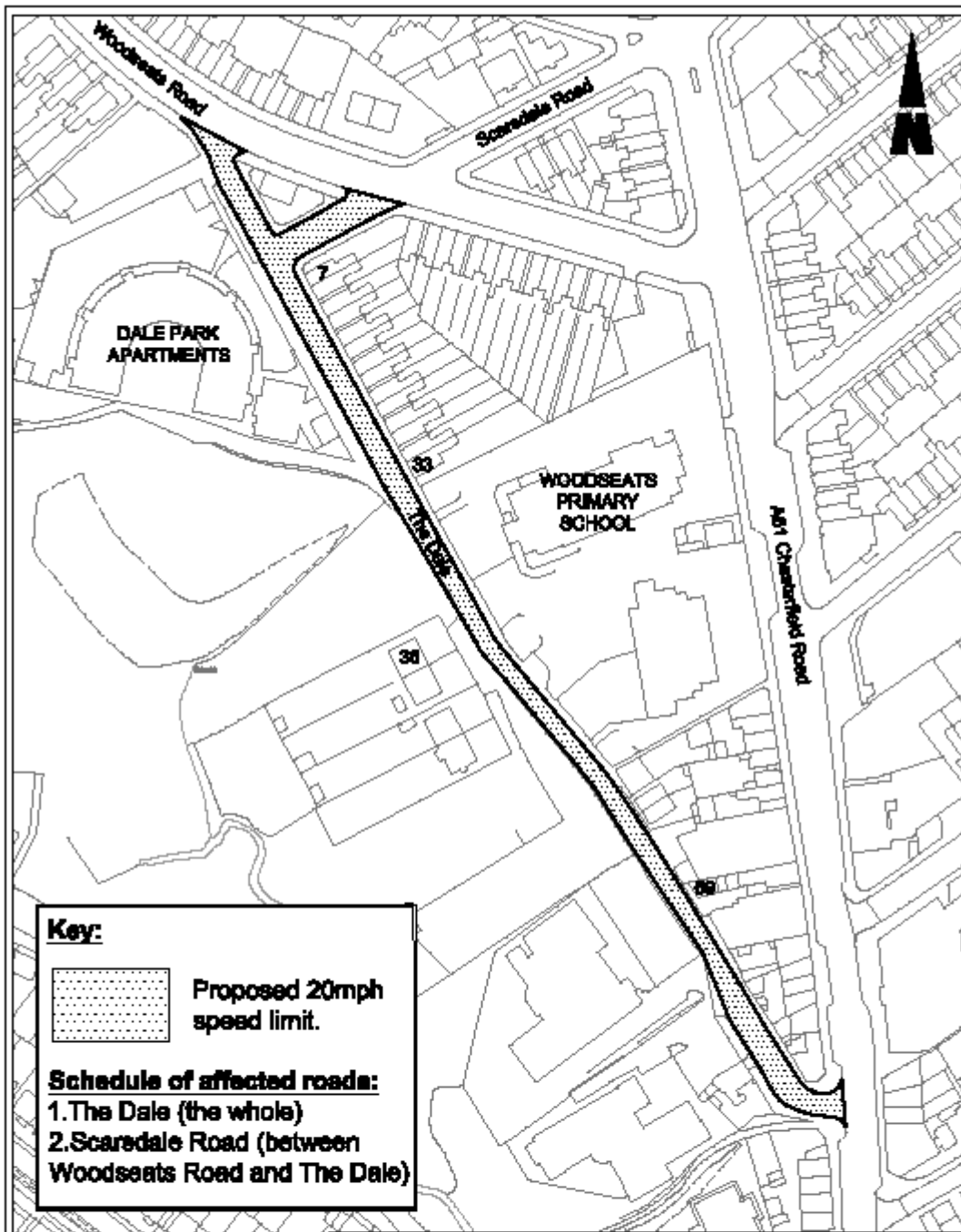
Any objections received will be reported to the Cabinet Member for Transport who will make a decision on how to proceed. Everyone who responds to this consultation will be kept informed of all meetings and decisions.



Yours faithfully,

*M Lowe*

Matthew Lowe  
Senior Engineer, Design and Assurance  
Transport, Traffic and Parking Services





<b>STRATEGIC TRANSPORT &amp; INFRASTRUCTURE - DESIGN AND ASSURANCE</b> 5th FLOOR, HANOVER HOUSE 1, UNION STREET, SHEFFIELD, S1 3BH E-mail: <a href="mailto:Design@sheffield.gov.uk">Design@sheffield.gov.uk</a> Web: <a href="http://www.sheffield.gov.uk">www.sheffield.gov.uk</a>	<b>Client</b> SHEFFIELD CITY COUNCIL <b>Scheme</b> Proposed 20mph Speed Limit The Dale, Woodseats <b>Drawing Title</b> Extent of proposed 20mph speed limit.	<b>Drawing No.</b> 2044-DA-TRO-01 <b>Scale</b> 1/2000 <b>A4</b>	
<ul style="list-style-type: none"> <li>• Do not scale from this drawing</li> <li>• Any reproduction is to report inaccuracy</li> <li>• It is dated, etc.</li> <li>• It cannot copyright and design rights 2017 are hereby acknowledged, you are permitted to use this data subject to the conditions, or otherwise, the agreement that governs your relationship, you may not present it as your own, therefore, in all respects this document remains the property of Sheffield City Council.</li> </ul>	<b>Scale</b> 0 10metres 30  <b>Date</b> 10 November 2017	<b>DESIGN &amp; ASSURANCE</b>	

040 FILE NAME: G:\DELTA\transport Capital Programs\Projects\_Live\2044-The Dale, Woodseats 20mph Speed Lim 042-Feasibility\2044-DA-TRO-01.dwg