



SHEFFIELD CITY COUNCIL Cabinet Highways Report

Report of: Executive Director, Place

Date: 14 March 2013

Subject: Sheffield 20mph Speed Limit Strategy:
Objections to proposed 20mph speed limits in the Parson
Cross and Upperthorpe areas

Author of Report: Simon Nelson, 2736176

Summary:

To report the receipt of objections to the introduction of a 20mph speed limit in the Parson Cross and Upperthorpe areas 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.

The introduction of a 20mph speed limit in these areas forms part of the City's approved 20mph Speed Limit Strategy.

Recommendations:

Having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.

Having considered the objections to the introduction of a 20mph speed limit in Upperthorpe, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.

Inform the objectors accordingly.

Introduce the proposed 20mph speed limit.

Background Papers: NONE

Category of Report: OPEN

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
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
North East and Central Community Assemblies
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 LIMITS IN THE PARSON
CROSS AND UPPERTHORPE AREAS

1.0 SUMMARY

1.1 To report the receipt of objections to the introduction of a 20mph speed limit in the Parson Cross and Uppertorpe areas 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 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*.

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 culture where the car is not always the first choice*); and
- the Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

4.0 REPORT

Introduction

4.1 On 8th March 2012 Cabinet Highways Committee approved the Sheffield 20mph Speed Limit Strategy, the long-term aim of which is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield¹. It was agreed that the first stage of implementation of the strategy would be the introduction of seven 20mph speed limit areas, one within each Community Assembly, during the financial years 2012/13 and 2013/14. The new speed limits would be indicated by traffic signs and road markings only, that is, they would not include any additional 'physical' traffic

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

calming measures such as road humps.

- 4.2 On 13th September 2012 Cabinet Highways Committee approved an implementation programme for the introduction of a 20mph speed limit in seven areas: Lowedges, Woodthorpe, Upperthorpe, Parson Cross (west), Spink Hall (Stocksbridge), Steel Bank and Charnock².
- 4.3 The 20mph Speed Limit Orders for Lowedges and Woodthorpe were advertised in December 2012 and resulted in four objections. Those objections were overruled by Cabinet Highways Committee in January and the schemes are currently being designed in detail with a view to introducing the new speed limit in the coming weeks.
- 4.4 The intention to make the Parson Cross and Upperthorpe 20mph Speed Limit Orders has now been advertised, for a four week period ending on 22nd February 2013.

Consultation

- 4.5 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.”

- 4.6 The South Yorkshire Fire and Rescue Service have confirmed it has no objections to the proposals. No response has been received from the Yorkshire Ambulance Service.
- 4.7 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 Parson Cross and Upperthorpe and has received no objections.
- 4.8 Approximately 1200 households in the Parson Cross area have received

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

leaflets informing residents about the proposals, inviting comments or objections to the introduction of the 20mph Speed Limit Order (see [Appendix A](#)). Ten people have expressed their support for the new speed limit. However there have been two objections.

4.9 The Parson Cross objectors have raised the following points:

- *Young children around the area will become familiar with the gaps they need to cross the road safely and this will be different on all the other 30mph roads around where they live*

Officer comment: Officers are not aware of any research to support the assertion that the introduction of a 20mph speed limit on residential roads will increase the dangers children experience on roads with a 30mph speed limit.

- *Speeds are already lower than the current 30mph limit on most roads*

Officer comment: Average speeds are undoubtedly lower than the current 30mph limit on some of the roads in the Parson Cross area. However, Members have endorsed the principle that 20mph is the appropriate maximum speed in suitable residential areas.

- *Money could be better spent to improve the safety around the school entrances (the Crowder Avenue entrance to Southey Green School)*

Officer comment: The Council is keen to improve the safety of school pupils at the school gates. Members will be aware that the Council is in the process of introducing a Traffic Regulation Order prohibiting stopping on 'School Keep Clear' markings at each school in the city over the next three years.

- *More major roads, for instance Southey Green Road, are far more dangerous*

Officer comment: The majority of all collisions (70%-80%), and more of the most severe injuries, occur on main roads. These will not be made subject to a 20 mph speed limit. Locations with a history of accidents will continue to be treated through city-wide investment in Accident Saving Schemes and road safety education, training and publicity.

4.10 1,300 residents in the Uppertorpe area have also been consulted (see [Appendix A](#)), eliciting 18 messages of support for the proposal and two objections.

4.11 The first objection to the Uppertorpe speed limit is from a resident of Birkendale View who strongly objects to the inclusion of the Birkendale area (Birkendale, Birkendale Road and Birkendale View) within the 20mph speed limit.

- *The Birkendale area is a designated conservation area and any signs or road markings would spoil the rural feel and bring unnecessary visual clutter.*

Officer comment: The proposed measures will 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.

- *There is no need for the limit to include the Birkendale roads which do not carry through traffic.*

Officer comment: The default speed limit in built-up areas is 30mph unless there are signs to say otherwise. Every change of speed limit must be signed and those changes should appear reasonable and logical. In general, minor roads will have lower speed limits than major roads. Speeds may already be low in the Birkendale area but to omit them from the 20mph area would mean that the speed limit on these quiet no-through roads would be higher than the adjacent Upperthorpe, a road that carries considerably more traffic. The long term aim is to establish 20mph (rather than 30mph) as the appropriate speed limit in all residential areas - and on all roads within those areas.

The second objector:

- *does not believe that the reduced limit it is required.*

Officer comment: The long-term aim of Sheffield's 20mph Speed Limit Strategy is to establish 20mph as the maximum appropriate speed in residential areas of Sheffield.

- *objects to the placing of further signage in the area.*

Officer comment: As noted above, additional signing would be minimal.

- *would rather any scheme budget was put to better use fixing potholes.*

Officer comment: It would be inappropriate to use the Local Transport Plan allocation to fund maintenance work in this way. General highway maintenance under the Streets Ahead maintenance programme is not due to take place in this area until 2017 and so the objector has been advised to report any specific maintenance concerns directly to Streets Ahead.

Discussion

- 4.12 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 Parson Cross and Upperthorpe.

- 4.13 Should the objections to the Parson Cross and Upperthorpe 20mph speed limits be overruled it is envisaged that both will be introduced during the coming summer. The introduction of the Parson Cross limit will be co-ordinated with core Streets Ahead work in that area.

Relevant Implications

- 4.14 The 20mph area described in this report is to be funded from an approved allocation from the Local Transport Plan (LTP) 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

- 4.15 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.

- 4.16 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.

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 The introduction of a 20mph speed limit in these areas forms part of the

City's approved 20mph Speed Limit Strategy.

7.0 RECOMMENDATIONS

- 7.1 Having considered the objections to the introduction of a 20mph speed limit in Parson Cross, west of Lindsay Avenue, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.
- 7.2 Having considered the objections to the introduction of a 20mph speed limit in Uppertorpe, Cabinet Highways Committee determines that the reasons set out in this report for making the Speed Limit Order outweigh the objections and that the Speed Limit Order should be made in accordance with the Road Traffic Regulation Act 1984.
- 7.3 Inform the objectors accordingly.
- 7.4 Introduce the proposed 20mph speed limit.

Simon Green
Executive Director, Place

14 March 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 Friday 22 February 2013

What happens next?

We plan to introduce the new speed limit in **Summer 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

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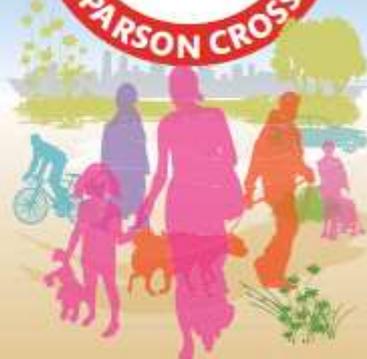
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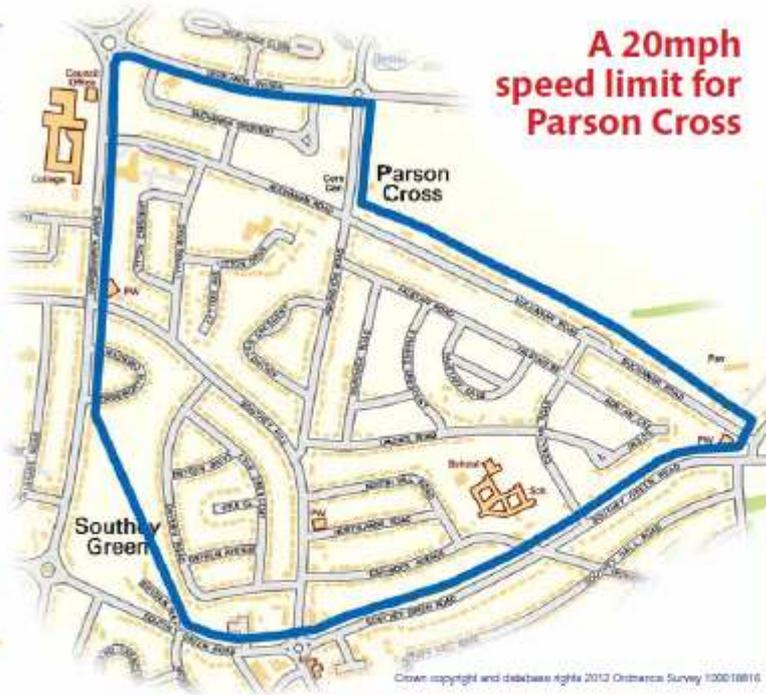


We are planning to reduce the speed limit from **30mph to 20mph** in Parson Cross.

The Council's North East Community Assembly has nominated the Western part of Parson Cross 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.





A 20mph speed limit for Parson Cross

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

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

Why are we doing this?

We want to make the area around our schools as safe as possible. A 20mph speed limit will mean:

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

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

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



What will the new 20mph areas look like?

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

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



Have your say

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Help us make our roads safer!



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

The Council's Central Community Assembly has nominated Upperthorpe 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.



A 20mph speed limit for Upperthorpe



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

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

Why are we doing this?

We want to make the area around our schools as safe as possible. A 20mph speed limit will mean:

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