



SHEFFIELD CITY COUNCIL
Cabinet Highways
Committee

15

Report of: Executive Director, Place

Date: 13th October 2011

Subject: Objection to the proposed Speed Limit Order for the Wisewood 20mph Area.

Author of Report: Ian Wheeldon 0114 273 6368

Summary:

- To report to the Cabinet Highways Committee on one objection received to the 20mph Speed Limit Order for the Wisewood area.
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Reasons for Recommendations:

- The Wisewood 20mph area has general local public support. Of those residents who responded, the majority were in favour of the scheme. Given the level of support and the road safety advantages of introducing a 20mph speed limit at this location, it is considered that the benefits outweigh the concerns received. The proposed 20mph speed limit is appropriate for residential streets where there are vulnerable road users, including children and elderly pedestrians.
- A modest reduction in vehicle speeds could benefit the health of local residents, through increased encouragement for physical activity (such as walking to schools and shops, and cycling) and through a reduction in injuries and fatalities associated with road traffic collisions.

Recommendations:

- The objection to the Speed Limit Order for the proposed Wisewood 20mph speed limit be overruled.
 - The Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984.
 - The 20mph scheme over the area shown in Appendix A be approved & built
 - The objector be informed accordingly and discussions take place with South Yorkshire Police about enforcing 20 mph speed limits in Sheffield.
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Background Papers: None

Category of Report: OPEN

Statutory and Council Policy Checklist

Financial implications
YES Rob Thomas
Legal implications
YES Julian Ward
Equality of Opportunity implications
Yes Ian Oldershaw
Tackling Health Inequalities implications
NO
Human rights implications
NO
Environmental and Sustainability implications
Yes Ian Oldershaw
Economic impact
NO
Community safety implications
YES
Human resources implications
NO
Property implications
NO

OBJECTIONS TO THE PROPOSED SPEED LIMIT ORDER FOR THE WISEWOOD 20MPH AREA

1.0 SUMMARY

1.1 To report to Members on the single objection received to the Speed Limit Order (SLO) for the proposed 20mph speed limit in the Wisewood Area.

2.0 WHAT DOES THIS MEAN FOR THE PEOPLE OF SHEFFIELD

2.1 The scheme contained within this report would contribute to the 'Protecting and Enhancing the Environment' ambitions of the Council's Corporate Plan 'A City of Opportunity', particularly the 'Safer Roads' priority, with proposals that aim to achieve more appropriate vehicle speeds, improve residents' quality of life and reduce road collisions and casualties.

2.2 The process involved in consulting on this scheme supports the 'City of Opportunity' objectives of communities having a greater voice and more control over services which are focussed on the needs of individual customers. Our open, honest and transparent way of working with local residents has increased public confidence in our consultation process.

3.0 OUTCOME AND SUSTAINABILITY

3.1 The public consultation has contributed to the 'Putting the Customer First' objective of the 'City of Opportunity' plan, with proposals that respond to customer requests to provide highway schemes to benefit users. These restrictions provide road safety benefits for customers.

3.2 If the speed limit is reduced from 30mph to 20mph in this area of Wisewood, then there are likely to be modest reductions in vehicle speeds and accidents, which would be particularly beneficial to vulnerable road users such as children and elderly pedestrians. Initial speed surveys in the Stradbroke estate, where a 20mph speed limit was introduced in March 2011 shows an overall reduction of 2mph in the average speed of vehicles.

3.3 Introducing a reduced speed limit could result in an area perceived to be calmer and safer, which could encourage more people to walk or cycle, thus helping to reduce the city's carbon footprint and improving personal health.

4.0 REPORT

4.1 Council properties in the Wisewood area were transferred into the ownership of Pennine Housing Association (PHA). Within the stock transfer agreement, the City Council and PHA agreed to a scheme of highway improvement works. To complement these works the Central Community Assembly decided to promote a 20mph zone.

4.2 The scheme will consist essentially of the installation of 20mph signs, which will complement the engineering measures to control traffic speed provided within the PHA scheme. At all entrances to the area, there will be 20mph signs and 20mph roundels on the carriageway. A plan showing the boundary of the 20mph area is shown in Appendix A.

- 4.3 There were a total of 7 road accidents resulting in injuries over a five year period in the area, and 2 of these collisions were classified as serious.
- 4.4 Prior to the lower speed limit order being advertised Pennine Housing had arranged a detailed public consultation exercise on the street scene scheme which included the 20mph zone proposals, A large number of comments were received . Where specific responses were made on the proposed 20 mph zone, the vast majority of these were in favour of the scheme.
- 4.5 The Police, Ambulance Service, and South Yorkshire Fire and Rescue were sent scheme proposals for comments. One objection response has been received from the Police.
- 4.6 The Speed Limit Order for the Shiregreen 20mph area was advertised on the 29th July 2011 and just the single objection from the Police has been received.
- 4.7 The Police objection states "*The only issues I have with this scheme is a gap in the traffic calming on Wisewood Avenue, the lack of traffic calming on Studfield Road.*

Could I ask you to take note of the contents the policy document which aligns with nationally agreed protocols, legislation and best practice. It needs to be understood that we will without exception object to any 20mph speed limit which we feel is being implemented in a manner to circumvent the requirements of TSRGD in respect of a 20mph zone. Equally we will challenge any such proposal where it cannot be shown that prevailing speeds are in the order of the revised limit or that the installation of engineering cannot be reasonably expected to achieve the necessary compliance.

We fully support any measure directed towards improving safety on our roads but we cannot entertain speed limits which are set inappropriately or where subsequent abuse may place additional demands on SY Police resources.

I trust that you will understand our position on this matter. As always we are happy to engage with your engineers to seek satisfactory resolution to such matters."

Officer response: These concerns are accepted as being valid, in as much as the gaps in physical traffic calming measures on these roads are longer than would normally be acceptable within a 20 mph zone. However, the physical measures are being supplemented by additional visual measures with the creation of several chicanes along most roads within the estate, by the formation of deliberately staggered parking bays, where the bays are unoccupied, the markings for the bay are intended to give the visual effect of the chicane, when the bays are occupied they will act as a physical traffic calming feature. The City Council are promoting innovative ways of traffic calming, to try and reduce the need to provide vertical deflection measures, and both Wisewood and the Sanctuary Housing Scheme in Shiregreen, are being used as a test to establish how effective these type measures may be. The removal of centre line and junction markings will also act as an additional traffic calming feature across the estate.

Officers believe that the type and variety of measures proposed is appropriate to a new 20mph zone, and the new speed limit should now be introduced, there will be a detailed review of the effectiveness of the scheme after its completion, and remedial works considered where appropriate. Further discussions are required at a senior level, with South Yorkshire Police, about enforcing 20mph speed limits which are being developed not only in Sheffield and South Yorkshire but also nationally.

Relevant Implications:

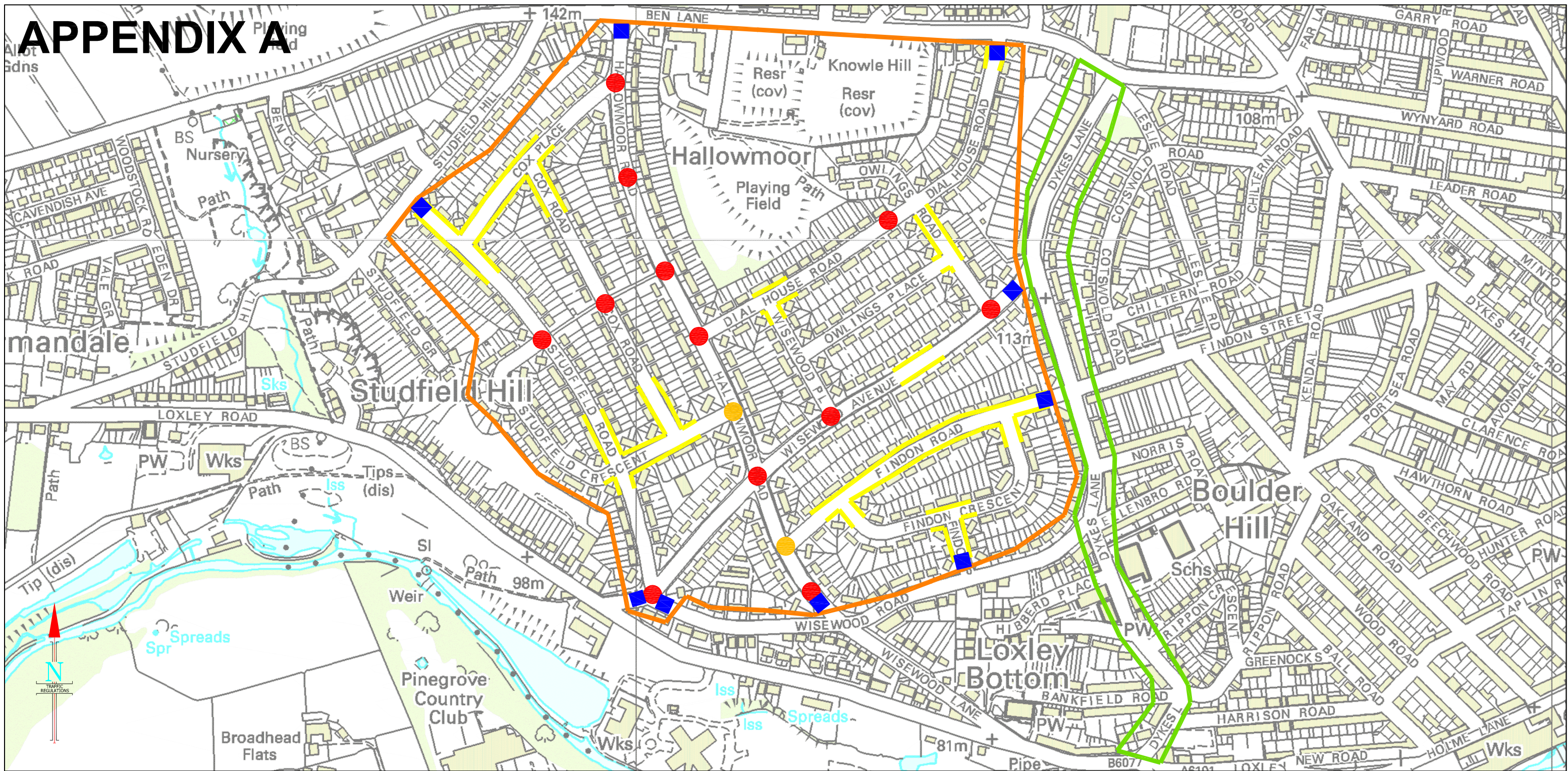
- 4.8 Funding for the scheme is being provided by the Central Community Assembly devolved LTP budget.
- 4.9 An Equality Impact Assessment (EIA) has been conducted and concludes that the proposals are of universal positive benefit to all local people regardless of age, sex, race, faith, disability, sexuality, etc. Because the proposal relates to increased road and pedestrian safety, it should be of particular positive benefit to the more vulnerable members of society, including the young, the elderly and disabled people. No negative equality impacts have been identified.
- 4.10 The Wisewood 20mph speed limit scheme will be monitored to determine if it is working effectively. This process will involve:
- 'Before' and 'after' speed data
 - 'Before' and 'after' accident and casualty analysis; and
 - A public perception survey undertaken 3-6 months 'after' the scheme has been introduced.
- 5.0 ALTERNATIVES CONSIDERED
- 5.1 The alternate option would be for the speed limit in Wisewood to remain 30mph. However, this would lead to the same level of road accidents and vehicle speeds.
- 5.2 It is considered that the Streetscene enhancement scheme, presently under construction, cannot be fully delivered without the 20mph Speed Limit Order.
- 6.0 REASONS FOR RECOMMENDATION
- 6.1 The Wisewood 20mph area has general local public support. Of those residents who responded, the majority were in favour of the scheme. Given the level of support and the road safety advantages of introducing a 20mph speed limit at this location, it is considered that the benefits outweigh the concerns received. The proposed 20mph speed limit is appropriate for residential streets where there are vulnerable road users, including children and elderly pedestrians. Measures will be supported by a "hearts and minds" campaign to promote safer driving by residents and visitor.
- 6.2 A modest reduction in vehicle speeds could benefit the health of local residents, through increased encouragement for physical activity (such as walking to schools and shops, and cycling) and through a reduction in injuries and fatalities associated with road traffic collisions.

7.0 RECOMMENDATIONS

- 7.1 The objection to the Speed Limit Order for the proposed Wisewood 20mph speed limit be overruled.
- 7.2 The Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984.
- 7.3 The 20mph scheme over the area shown in Appendix A be approved & built.
- 7.4 The objector be informed accordingly and discussions take place with South Yorkshire Police about enforcing 20 mph speed limits in Sheffield.

Simon Green
Executive Director PLACE
28TH September 2011

APPENDIX A



KEY

- PROPOSED 20MPH ZONE AREA
- PROPOSED TRAFFIC CALMING FEATURES WITH VERTICAL DEFLECTION
- PROPOSED TRAFFIC CALMING FEATURE WITH NO VERTICAL DEFLECTION

RECOMMENDATIONS:

- GATEWAY: 20MPH ZONE ENTRY SIGNS & OPTIONAL '20' ROUNDAL ROAD MARKING ON RED SURFACING PROPOSED 20MPH ZONE AREA
- AREAS WHICH REQUIRE FURTHER TRAFFIC CALMING TO MEET STATUTORY PROVISIONS
- DYKES LANE: TRAFFIC CALMING REQUIRED IF TO BE INCLUDED WITHIN THE ZONE.

**DEVELOPMENT SERVICES
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DRAWN
Nel Corker
31/04/11

CHECKED

Client **SHEFFIELD CITY COUNCIL**

Scheme **Central Community Assembly (large scheme)**

Drawing Title **Wisewood 20mph Zone
Traffic Regulations Drawing**

Drawing No. **TR/LT011/F6.1**

Scale **NTS** **A3**

0 Millimetres 50
Date



**TRAFFIC
REGULATIONS**