



Author of Report: Simon Nelson

Tel: 0114 2736176

Report of: Executive Director, Place

Report to: Cabinet Member for Infrastructure and Transport

Date of Decision: 10 November 2016

Subject: Sheffield 20mph Speed Limit Strategy: Responses to proposals to extend the Stannington and Greystones/Whirlow 20mph speed limit areas.

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:					
<p><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"The (report/appendix) is not for publication because it contains exempt information under Paragraph (insert relevant paragraph number) of Schedule 12A of the Local Government Act 1972 (as amended)."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></p>					

Purpose of Report:

This report describes the response from residents to the proposed extension of the Stannington and Greystones/Whirlow 20mph speed limit areas, reports the receipt of objections and sets out the Council's response.

Recommendations:

7.1 Make a 20mph Speed Limit Order in accordance with the Road Traffic Regulation Act 1984 on:

- Roscoe Bank between Tofts Lane and Long Lane;
- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road

7.2 Inform the objectors accordingly.

7.3 Introduce the proposed 20mph speed limit in accordance with the Capital Gateway Process subject to sufficient funding being available.

Background Papers: N/A

Lead Officer to complete:-		
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	EMT member who approved submission:	Simon Green
3	Cabinet Member consulted:	Councillor Mazher Iqbal
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.	
	Lead Officer Name: Tom Finnegan-Smith	Job Title: Head of Strategic Transport and Infrastructure
	Date: 4 October 2016	

1. 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.
- 1.2 On 17 November 2015 the then Cabinet Member for Environment and Transport considered a report presenting responses to a proposal to introduce a 20mph speed limit in Stannington. It was resolved that the scheme should go ahead and the limit was subsequently introduced in spring 2016. During the consultation for the scheme requests were received for Roscoe Bank between Tofts Lane and Long Lane to be included. In response it was resolved that a further 20mph Speed Limit Order be promoted for this extension to the area.
- 1.3 Property owners were consulted on proposals to introduce a 20mph speed limit in parts of Ecclesall in December 2015. The Cabinet Member overruled objections to the proposal on 9 June 2016. Again there were requests for the scheme to be extended and it was resolved that Speed Limit Orders would be promoted for two extensions:
- Broad Elms Lane from Alms Hill Road to Whirlow Hall Farm and the adjoining Broad Elms Close and Whirlow Elms Chase; and
 - Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road
- 1.4 This report describes the response from residents to the proposed extension of the Stannington and Greystones/Whirlow 20mph speed limit areas, reports the receipt of objections and sets out the Council's response.

2. 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 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 *‘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.
- 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. CONSULTATION

Extension to the Stannington 20mph speed limit area

- 3.1 Letters and plans have now been delivered to all properties on this section of Roscoe Bank and notices placed on street inviting comments and objections (see Appendix A).
- 3.2 15 people have contacted the Council to express their support for the proposal.

“I regularly run & walk along this narrow lane, which has no footpaths, and support the introduction of a 20 mph speed restriction on the remainder of Roscoe Bank.”

Mr H, by email

There have been no objections. All written comments are available to view on request.

Extension to the Greystones and Whirlow 20mph speed limit area

- 3.3 Letters and plans have been delivered to 30 properties in the Broad Elms Road area (see Appendix B). There have been five messages of support including representations from Whirlow Hall Farm and Cycling UK Right to Ride. No objections have been received.
- 3.4 The same letter and plan has been delivered to 325 properties in the Hangingwater Road area. 25 people have written or telephoned the council to express their support for a 20mph limit including representations from Councillor Andrew Sangar and the Cycling UK Right to Ride.
- 3.5 Two people have objected to the principle of introducing a 20mph speed limit in this area, making the following comments:

- a) *A 20mph limit is unnecessary. Blanket 20mph speed limits where there is no history of accidents is nonsensical*

Officer comment: The 20mph Speed Limit Strategy is not intended to be a way of dealing with specific accident problems. In common with many other local authorities throughout the country the Council is attempting to change the driving culture and redefine what is considered to be the appropriate speed to drive at in residential areas through the introduction of 20mph speed limits. The long term goal is to reduce the intimidatory impact of traffic on our neighbourhoods and make the streets of Sheffield a more pleasant place to be.

Whilst the accident record of each area plays a part in the process of prioritising the introduction of 20mph areas the Council's policy is to eventually introduce the 20mph limit in all residential areas, irrespective of the accident record.

The Council continues to invest in Accident Saving Schemes and road safety education, training and publicity targeted primarily at locations and areas with the highest number of accidents.

- b) *All we ever hear from the council is how starved of money they are, shouldn't common sense as well as financial competence dictate that this money could be better spent elsewhere.*

Officer comment: The funding being used for this 20mph scheme is provided by central government through the Local Transport Plan and must be used to fund new capital highway works. It cannot be used to alleviate the impact of government cuts to the funding of other services.

The council has always had to prioritise its work on transport schemes in accordance with local, regional and national policies. Despite reductions in the Local Transport Plan funding the Council has made a policy decision to continue to support the roll out of 20mph schemes.

All requests for other traffic/pedestrian related measures have been forwarded to the Council's Transport Planning team for assessment.

- c) *The area around Hangingwater Road has no school.*

Officer comment: The wider Greystones/Whirlow area scheme was selected partly because it has a relatively high accident record for a residential area, but also because of the number of schools in the area. As was pointed out by people requesting or supporting this extension, many children in the Hangingwater Road area walk across the valley to High Storrs school. Its inclusion within the 20mph area would be entirely in keeping with council policy.

- d) *Lack of consultation. A poll of residents should be conducted instead of arbitrarily enforcing a restriction on the long suffering*

motorist of Sheffield.

Officer comment: The decision making process that led to this area being selected is explained in the introduction to the report. 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. However, Members have said that they would not seek to impose the limit on an area whose residents clearly do not support it.

Every household in the area has received a letter inviting support and objections. The comments received are the subject of this report.

Other Consultees

- 3.6 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 do not object to extending the existing Stannington 20mph speed limit area to cover the remainder of Roscoe Bank. They will review the specific proposals for Broad Elms Road and the area around Hangingwater Road as part of the Road Safety Audit process for the wider Greystones/Whirlow scheme. Speeds will continue to be monitored on any roads 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) was conducted and signed off for the report of 8th January 2015 which sought approval for the 2015/16 programme. The Greystones and Whirlow scheme has been carried forward into 2016/17 from that programme. 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 20mph scheme programme for 2016/17 was approved by the Great Place to Live Programme Board on the 26 February 2016.
- 4.2.2 The costs associated with the extension of these 20mph areas are not yet known as the design of the works is not complete. Delivery of the scheme will be subject to approval through the City Council's Capital Gateway Process and sufficient funding being available. The capital scheme costs would be charged to BU97985.

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 traffic regulation 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.

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.

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 objections relate to the principle of introducing sign-only 20mph speed limits in residential areas are effectively objections to the approved

Sheffield 20mph Speed Limit Strategy. 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 in these areas would be in-keeping with the City's approved 20mph Speed Limit Strategy. Having considered the objections introducing a 20mph speed limit in the Hangingwater Road area the officer view is that the reasons set out in this report for making the Speed Limit Order outweigh the objections.

APPENDIX A

Development Services

Head of Service: Tom Finnegan-Smith
Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH
E-mail: simon.nelson@sheffield.gov.uk
Website: www.sheffield.gov.uk

Officer: Simon Nelson
Ref: SD/1820LTP/SN06

Tel: (0114) 2736208
Date: 5 August 2016

The Occupier

Dear Sir/Madam

Roscoe Bank extension to the Stannington 20mph speed limit

In common with many other local authorities Sheffield City Council is in the process of reducing the speed limit in residential areas across the city. Lower speeds will, in the long term, help to reduce the number and severity of traffic accidents. Every driver that slows down helps to make our neighbourhoods safer, more pleasant places to live and work.

You will be aware that a 20mph speed limit has recently been introduced in the Stannington area. Whilst consulting on those proposals we received requests for the 20mph area to be extended to include the remainder of Roscoe Bank (between Tofts Lane and Long Lane, see attached plan). We are now formally advertising the intention to introduce this extension and inviting residents to comment.

Please contact me via the above telephone number or email address if you wish to express your support for the introduction of a 20mph speed limit on the remainder of Roscoe Bank or have any questions. If you wish to lodge an objection you must do so in writing, either by email or by writing to me at Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH.

All comments and objections must be received by Friday 2 September 2016.

Yours faithfully

A rectangular box with a thin black border, intended for a signature or stamp.

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

cc Susie Pryor, Transport Planning

APPENDIX B

Development Services

Head of Service: Tom Finnegan-Smith
Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH
E-mail: simon.nelson@sheffield.gov.uk
Website: www.sheffield.gov.uk

Officer: Simon Nelson
Ref: TM/1818LTP/SN27

Tel: (0114) 2736176
Date: 5 August 2016

The Occupier

Dear Sir or Madam

Greystones and Whirlow 20mph speed limit

In common with many other local authorities Sheffield City Council is in the process of reducing the speed limit in residential areas across the city. Lower speeds will, in the long term, help to reduce the number and severity of traffic accidents. Every driver that slows down helps to make our neighbourhoods safer, more pleasant places to live and work.

In November last year we consulted on plans to introduce a 20mph speed limit in Greystones, High Storrs, Bents Green and Whirlow. The responses we received were reported to Councillor Mazher Iqbal, the Council Cabinet Member for Infrastructure and Transport, on 9 June. Having considered the responses Councillor Iqbal decided that the scheme should go ahead. The report that informed this decision can be viewed by visiting www.sheffield.gov.uk/your-city-council/council-meetings.html and selecting the link to the 'Highway Cabinet Member Decision Session' pages.

It is intended that the 20mph traffic signs and road markings will be introduced later this financial year.

Proposed additions to the 20mph area

In the course of the consultation several residents asked for the 20mph area to be extended. As a result Councillor Iqbal has instructed me to formally advertise the intention to introduce a 20mph speed limit on the following roads and invite residents to comment (see the attached plan).

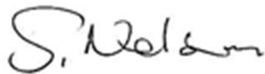
- Highcliffe Road and Hangingwater Road (between Greystones Road and Oakbrook Road), Armthorpe Road, Bramwith Road, Carr Bank Close, Carr Bank Lane, Frickley Road, Fulney Road and Westwood Road; and

- Broad Elms Lane (from Alms Hill Road to Whirlow Hall Farm) and the adjoining Broad Elms Close and Whirlow Elms Chase

Please contact me on the above telephone number or email address if you wish to express your support for these additions to the 20mph speed limit area or have any questions. If you wish to lodge an objection you must do so in writing, either by email or by writing to me at: Scheme Design, Howden House, 1 Union Street, Sheffield, S1 2SH.

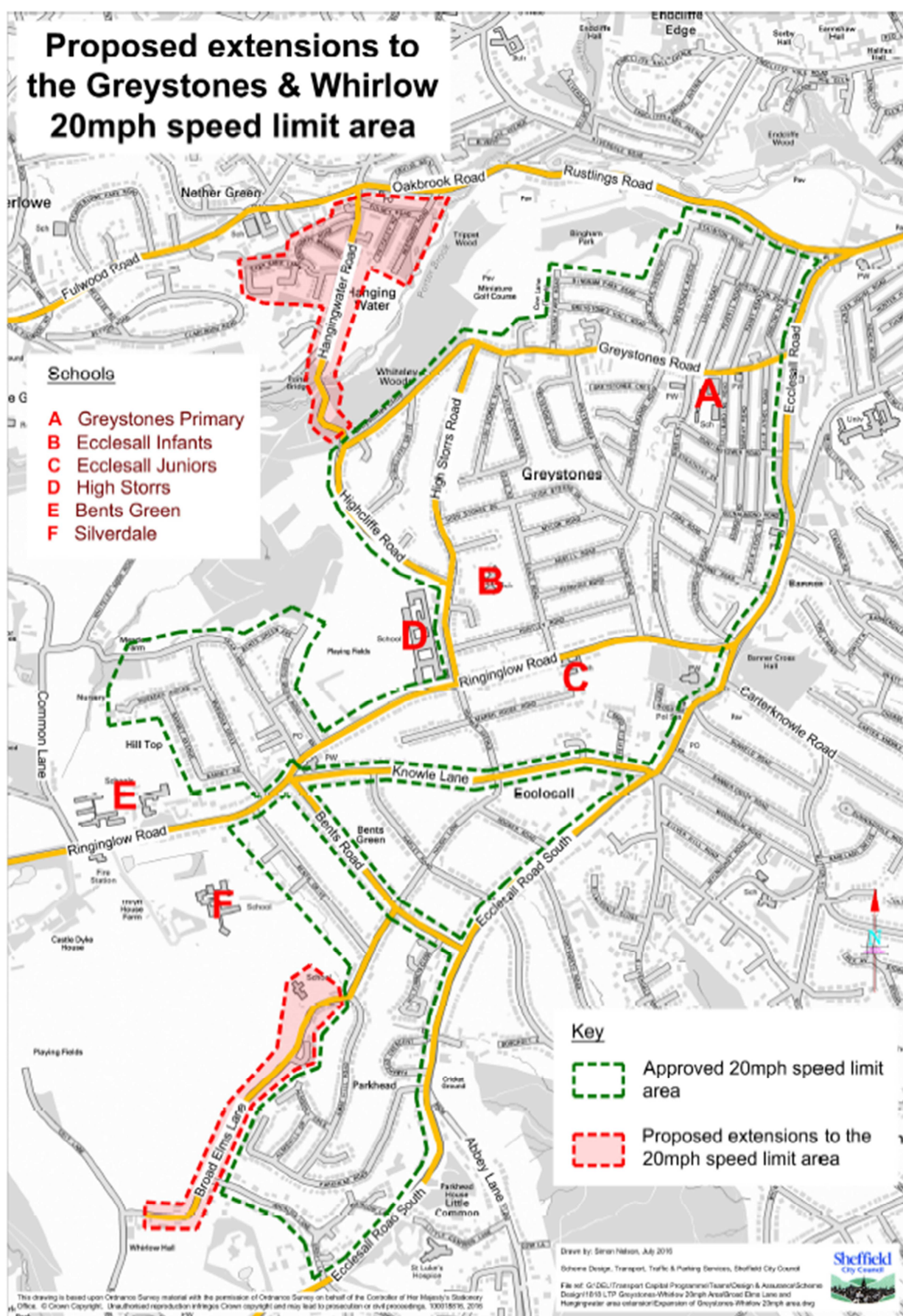
All comments and objections must be received by Friday 2 September 2016.

Yours faithfully



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

cc Susie Pryor, Transport Planning



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