



Report to Policy Committee

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Report of: *Kate Martin, City Futures*

Report to: *Transport, Regeneration and Climate*

Date of Decision: *16th March 2023*

Subject: *Part-time advisory 20mph speed limits outside schools*

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? 488				
Has appropriate consultation taken place?	Yes	<input type="checkbox"/>	No	<input checked="" type="checkbox"/>
Has a Climate Impact Assessment (CIA) been undertaken?	Yes	<input checked="" type="checkbox"/>	No	<input type="checkbox"/>
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:-				

Purpose of Report:

This report is to inform the Committee about a proposed programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF).

Recommendations:

The Transport, Regeneration, and Climate Policy Committee is recommended to:

- a) Approve the design and installation of a programme of part-time advisory 20mph speed limits outside schools using funding from the Road Safety Fund (RSF) subject to the outcome of consultation prior to implementation and no objections being received.
- b) Approve the introduction of the first seven part-time advisory school 20mph speed limits in the priority order set out in the report.

Background Papers:

1. Appendix A – priority list of schools for advisory part time 20mph speed limits programme and shows for all schools in Sheffield:
 - the number of collisions that occurred on or near the school entrance,
 - whether a school has a school street, is already (or is proposed to be) in a 20mph speed limit area
 - Any Road Safety Education activity carried out by SCC
2. Item 8. Local Transport Plan programme report : Transport, Regeneration and Climate Policy Committee on Wednesday 15 June 2022,

<https://democracy.sheffield.gov.uk/ieListDocuments.aspx?CId=645&MId=8314&Ver=4>

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: <i>Damian Watkinson 15/11/22</i>
		Legal: <i>Richard Cannon 06/12/22</i>
		Equalities & Consultation: <i>Louise Nunn 29/11/22</i>
		Climate: <i>Jess Rick 15/11/22</i>
	<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:	<i>Kate Martin, City Futures,</i>
3	Committee Chair consulted:	<i>Councillor Julie Grocutt, Councillor Mazher Iqbal,</i>
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 Committee 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: <i>Susie Pryor</i>	Job Title: <i>Senior Transport Planner</i>
	Date: 06/03/2022	

1. PROPOSAL

- 1.1 This project is for the design and installation of a programme of part-time advisory 20mph speed limits outside schools in Sheffield.
- 1.2 The proposed programme was originally considered at the 15th December 2022 committee meeting. Although the committee welcomed the development of the programme, it did not approve the recommendations a) and b) as set out in the report.

- 1.3 The Committee therefore requested that officers (1) bring back a report to a future meeting with more background information on all schools in the city and other programmes of work impacting on school safety (e.g. 20mph area-wide zones, school streets etc) and (2) review the scoring mechanism, to enable the committee to make a more informed decision.
- 1.4 Appendix A (attached) has been revised and now contains a list of every school in Sheffield and shows:
- shows the number of collisions that occurred on or near the school entrance,
 - whether a school has a school street, is already (or is proposed to be) in a 20mph speed limit area
 - Any Road Safety Education activity carried out by SCC in the school
- 1.5 The scoring mechanism for the programme's priority list has been reviewed. The scoring has been changed to give a higher score for any child pedestrian or cycle collisions that have occurred at or near a school entrance. Further details are contained in paragraph 1.11.
- 1.6 This project is funded from the Road Safety Fund (RSF). Due to the scaling back of centrally managed transport funds on a national level, transport funding has broadly been focused on the delivery of larger schemes on main corridors where maximum benefit can be achieved. As a result, smaller interventions within the community have not been taken forward. The RSF is to be used to provide localised transport interventions in direct response to resident, business, and Member enquiries. It is clear from consultation with local communities that they value the impact of transport improvements from both a movement and safety perspective.
- 1.7 The advisory part time 20mph speed restrictions aim to reduce traffic speeds outside schools at the beginning and end of the school day when there are high numbers of child pedestrians in the area. There are already a number of schools across the City where these are in place. They are installed as part of a 20mph speed limit area scheme, if a school is located on a road that is otherwise unsuitable for a 20mph speed limit.
- 1.8 Speed significantly increases the chance of being injured in a collision and the implementation of part-time advisory 20mph speed limits outside schools aims to reduce vehicle speeds. There is clear evidence of the effect of reducing traffic speeds on the reduction of collisions and casualties, as collision frequency is less at lower speeds; and where collisions do occur; there is a lower risk of fatal or serious injury. These schemes are also generally well received by the schools, parents and residents living around the scheme area.
- 1.9 The advisory part-time 20mph priority list started with all schools in Sheffield and then excluded those already in 20mph speed limit areas or due to be in one. Schools with a school street were also not included. There are no national guidelines for prioritising part-time advisory 20mph

speed limits. Therefore an in-house scoring mechanism has been devised.

- 1.10 The schools were then prioritised using a scoring system (shown in the table below) based on the number of collisions in the last 5 years, number of pupils and lack of existing pedestrian facilities (both roadside and crossing). The higher the score the higher the priority, the full priority list with scoring is attached in Appendix A.
- 1.11 Following the feedback received at the 15th December 2022 committee the scoring mechanism has been reviewed. The scoring has been changed to give a higher score (20 points) for any child pedestrian or cycle collisions that have occurred at or near a school entrance. Therefore any school with a child casualty collision history will score highly.

Part Time Advisory 20mph outside schools scoring method	
Number of pupils at the school	Score 5 if more than 500, 2 if over 250. 1 if over 100, 0 if under 100
Crossing facility	Score 5 if no facility, 3 if raised/dropped kerb, 1 if zebra or 0 signalised crossing
School Crossing Patrol	Score 2 if vacant, 1 SCP in place
Footway width	Score 10 if under 2m on both sides either side of school entrance, 1 if over 2m on both sides. All others 5
Speed limit	Score 5 if 40 mph or over. 0 if 30 mph.
Child Casualties	Score 20 for each child casualty (pedestrian or cyclist) at or very near School Entrance in the last 5 years

- 1.12 It is proposed that the part-time advisory 20mph speed limits will be introduced in order of the top scoring schools as this is where they are most needed, based on collisions stats and existing (or lack of) pedestrian facilities (subject to public consultation and feasibility design work). Funding is available to introduce an advisory part-time 20mph limit in the top seven schools on the priority list.
- 1.13 Our recommendation is that advisory 20mph speed limits near schools should be implemented on a prioritised basis using the criteria defined at paragraphs 1.11. However, should LACs wish to consider funding an advisory 20mph speed limit at a school in their area using local funding available, such as CIL funding, then we would be happy to further discussions on this.
- 1.14 The advisory part-time 20mph speed limits will be introduced at school entrances through the use of the 20mph signs in conjunction with flashing school warning lights. The advisory 20mph speed limit will operate for the same period as the flashing school warning lights at the start and end of the school day. No speed limit order is required to introduce an advisory

20mph speed limit - which means that it is not enforceable. However, it will advise drivers to slow down, encouraging compliance.

- 1.15 Speed surveys will be carried out post implementation to monitor if there is compliance with the advisory 20mph limits.
- 1.16 We deliver education, training, and publicity in partnership with the South Yorkshire Safer Roads Team. Our in-house road safety education team delivers several bespoke education interventions covering key road safety topics – prioritising schools that have the highest collision rates. The team cover Year 1's to Year 8's, including additional input for transition, back to school, and visits to Crucial Crew. We continue to innovate and look at evidence-based research to inform and expand our education package. We are working closely with communication teams both in-house and in the Partnership to increase our capacity to convey key safety messages to wider key demographics, this includes safety campaigns across a variety of media platforms.

2. HOW DOES THIS DECISION CONTRIBUTE?

- 2.1 These schemes represent a step towards influencing driver behaviour and establishing 20mph as the default maximum appropriate speed in residential areas and outside schools. This will contribute to the delivery of:
 - Policy 4 of the Sheffield City Region Transport Strategy 2018-2040 (Make our streets healthy places where people feel safe)
 - The Council's Transport Strategy (March 2019) A safer and more sustainable Sheffield (Sustainable safety, safe walking and cycling as standard)
 - The Fairness Commission's recommendation for a 20mph speed limit on all residential roads in Sheffield.

3. HAS THERE BEEN ANY CONSULTATION?

- 3.1 Consultation will be carried out with Local Ward Members and the relevant Local Area Committee. There will also be consultation with the schools, local residents and businesses directly affected and the emergency services prior to implementation.

4. RISK ANALYSIS AND IMPLICATIONS OF THE DECISION

Equality Implications

- 4.1 Safer roads and reduced numbers of collisions involving traffic and pedestrians is expected to be positive for all road users, but particularly the young and elderly.

- 4.2 This proposal therefore supports our obligations as a Public Authority under the Equality Act 2010 (Public Sector Equality Duty) to have due regard to the need to advance equality of opportunity for people who share the protected characteristics of Age (i.e. children, younger people and older people) and/or Disability. No negative equality impacts have been identified.

Financial and Commercial Implications

- 4.3 The part-time advisory school 20mph speed limits are estimated to cost £13,478 per school (including commuted sum).
- 4.4 Therefore, there will be a total capital cost of £76,438 for the project management, design, and installation of seven part-time advisory school 20mph speed limits. There will be a revenue cost of £23,562 for the commuted sum. Funded from the Road Safety Fund.

A breakdown of the cost per school is shown below:

• SCC design and project management fees	£1,828
• Amey Construction - supply and install two low voltage signs per school at £4,142 per sign	£8,284
• Commuted sum at £1,683 per sign	£3,366
Total	£13,478

Legal Implications

- 4.5 The Council is under a duty contained in section 108 of the Transport Act 2000 to develop policies for the promotion and encouragement of safe, integrated, efficient, and economic transport, and to carry out its functions to implement those policies. These policies and the proposals for their implementation together comprise the local transport plan (to which the Sheffield 20mph Speed Limit Strategy is pursuant) and the Council must have regard to any guidance issued by the Secretary of State concerning the content of such plans
- 4.6 The Department for Transport guidance 'Setting Local Speed Limits' encourages local authorities to consider the introduction of more 20mph speed limits and zones in urban areas that are primarily residential areas to ensure greater safety for pedestrians and cyclists. This applies particularly

where the streets are being used by people on foot and on bicycles, there is community support, and the characteristics of the street are suitable. The guidance recognises that traffic authorities have powers to introduce 20 mph speed limits that apply only at certain times of day where a school is located on a road that is not suitable for a full-time 20 mph limit, and notes that the government has also given local authorities the power to place signs indicating advisory part-time 20mph limits.

- 4.7 The Council as traffic authority has 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 (“the 1984 Act”). However, the proposal described in this report does not require the making of a speed limit order so as to enable the placement of a traffic sign indicating an advisory part-time 20mph limit. Instead, the Council is empowered to place said signs using its power under section 65 of the 1984 Act, in conformity with the Traffic Signs Regulations and General Directions 2016 (specifically Diagram 545.1).
- 4.8 In exercising the powers, the Council is under a duty to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) as per section 122 of the 1984 Act. In doing so the Council must have regard to the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of any locality affected, any applicable national air quality strategy, the importance of facilitating the passage of public service vehicles and any other matters appearing to the local authority to be relevant. The Council is fulfilling this duty in implementing the proposals in this report.

Climate Implications

- 4.9 The overall impact of these projects on carbon emissions is considered broadly neutral, with the possibility of a small positive impact in terms of encouraging smoother driving at lower speeds (improves fuel efficiency) and of improving pedestrian and cyclist safety, thereby supporting a shift to active travel modes.
- 4.10 A reduction in vehicle speeds can potentially reduce vehicle emissions and this will contribute towards improved air quality. Lower speed limits can reduce air pollution through lower vehicle emissions and also reduce noise.
- 4.11 The potential for reduced emissions will contribute to the overall resilience to climate change.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 The alternative option is to do nothing and retain the existing speed limit. However, such a recommendation would run contrary to the delivery of

the Sheffield 20mph Speed Limit Strategy. This would also mean that pedestrian safety at school times would not be improved, and this would be detrimental to the Council's Active Travel ambition and vision of Safer streets in our City.

6. REASONS FOR RECOMMENDATIONS

6.1 Advisory 20mph speed limits outside schools are a low-cost method of reducing speeds at the start and end of the school day in the vicinity of the school. They act to slow drivers at the time of day when vulnerable young people are walking to or from school.

6.2 20mph advisory limits in these chosen locations is a cost effect way of achieving the following outcomes:

- Reduction in traffic speeds
- Improve road safety for all by reducing the number and severity of road traffic collisions
- Safer school entrances
- Promote a more pleasant local environment and encourage active journeys
- Improve air quality