

EXECUTIVE DIRECTOR, PLACE

REPORT TO CABINET HIGHWAYS COMMITTEE

8th July 2010

REPORT ON THE PROGRESS OF WORKS TO AMEND THE SPEED LIMIT, STREET LIGHTING AND PROVISION OF VEHICLE ACTIVATED SIGNS ON BASLOW ROAD AT THE BUS TERMINUS.

1.0 SUMMARY

1.1 This report sets out the progress made on providing a vehicle Activated Speed Sign on Baslow Road linked to vehicle detection measures at the exit of the bus terminus and the proposed change in the speed limit from the existing 30mph to 40mph and revocation of part of the 40mph limit.

2.0 WHAT DOES THIS REPORT MEAN FOR THE PEOPLE OF SHEFFIELD?

2.1 The report contributes to the "Putting the customer first" and "achieving better value for money" priorities in the corporate plan "A City of Opportunity" by responding to local residents who have expressed various views about the new Totley Bus Terminus and the new street lighting on Baslow Road, whilst reviewing the cost and benefits of potentially altering these measures. The installation of the bus terminus was designed to meet the Council's priority of providing a public transport system that is easier to use. Discussions about the speed limit and street lighting are set in the context of the Council's priority of "Safer Roads".

3.0 OUTCOME AND SUSTAINABILITY

3.1 Members will recall that a report was presented to this Cabinet on 11th March 2010. This report was entitled "Report on review on speed limit, street lighting and siting of Baslow Road bus turning area". Members accepted the recommendations of that report but requested that they be kept informed of progress of the agreed measures.

4.0 HIGHWAY ACTIONS REPORT UPDATE

4.1 Speed limit change – A Speed Limit Order (SLO) has been advertised to change the speed limit from the current 30mph to 40mph and also to revoke the 40mph speed limit beyond the terminus. A general location plan indicating the extent of the proposed 40 mph speed limit is included in Appendix A.

4.2 The SLO was advertised in accordance with the Road Traffic Regulation Act 1984 (RTRA) namely:

- A Public Notice was published in *The Star* newspaper on 24 May 2010
- Street Notices were erected on site.
- Statutory bodies such as the emergency services and transport authority were consulted

An SLO is formally advertised for a period of 4 weeks for any objection to be submitted. This period ended on 14th June.

- 4.3 As a result of that consultation a letter of objection was received from the Cyclists' Touring Club, attached as Appendix B.
- 4.4 Comments on the objection.
The current 30 mph speed limit was installed in accordance with national design standards relating to safe visibility and speed limits, and following discussions with the Road Safety Auditor and South Yorkshire Police's Liaison Officer.
- 4.5 Following the commencement of use of the bus turning area (in May 2009) a traffic speed and volume survey was carried out on Baslow Road in September 2009. The results were as follows:
- within the 40mph zone (a manual survey of 100 vehicles)
 - vehicles travelling towards City – average speed 45mph
 - vehicles travelling away from City - average speed 41mph

 - within the 30mph zone
 - vehicles travelling towards City - average speed 39mph
 - vehicles travelling away from City - average speed 40mph

 - traffic volume (over a 24 hour period)
 - towards City - 2815 vehicles
 - away from City - 2684 vehicles
- 4.6 The speed measurements indicated that drivers are exceeding the speed limit in both directions, and that the average speed significantly exceeds the designated speed limit. The results show a very high level of non-compliance, with the majority of drivers ignoring, in particular, the 30 mph speed limit. This situation clearly needed addressing.
- 4.7 Members accordingly decided 40 mph as appropriate. To mitigate the proposed increase in speed limit, the use of a Vehicle Activated Sign (VAS) on both approaches to the site is being provided. This would be activated when a vehicle is detected waiting to emerge from the terminus. It is also intended to increase the conspicuity of the bends by installing additional reflective warning signs.
- 4.8 The bus operator, First South Yorkshire Ltd, sent a bus together with their driving examiner and a safety representative to the site. The operator is content to use the terminus if the speed limit was raised to 40 mph subject to the installation of speed indicator devices.
- 4.9 The reference to Derbyshire County Council implementing a 50mph speed limit on many of its trunk roads is not relevant here as the limit is only being increased to 40mph on the approach to the built up area. It was formally 60mph. A separate report on this agenda on the South Yorkshire speed limit review indicates that a 50mph speed limit was recommended for this road. The report proposes that the 40mph speed limit be implemented and reviewed after 12 months.
- 4.10 Vehicle Activated Signs – The sign supplier is in the process of providing a quotation for the supply of two VAS units complete with a wireless link between the signs and the proposed vehicle detection equipment, to be located adjacent to the bus terminus egress. This type of arrangement has

not been used in such an operation as this before and concerns were raised about the feasibility of such a solution, however the supplier has informed the Councils design team that this achievable. There are still some concerns regarding a power supply to these facilities and the design team have suggested the use of a solar powered option. This will be determined by the supplier providing details of the exact power requirements necessary to achieve the wireless linking operation from the vehicle detector and the built in communications equipment that monitors the equipment and fault reporting back to the Urban Traffic Control Centre (a feature of all the current tender VAS units). The lead in time for the supply of the VAS units and wireless kit will be at least 6 weeks from the date of ordering, but may be longer due to the non standard build requirements from those of the normal VAS supply tender that the Council currently has in place. With this in mind, the current date for the commencement of the VAS sign operation is anticipated to be early September.

4. 11 Switching off the Street Lighting – It was agreed that this will be carried out when the works described in section 4 have been carried out on site.

5.0 FINANCIAL IMPLICATIONS

- 5.1 The cost of the VAS signs and detector will be in the region of £26,500. The funding for this has been secured for this from the South Yorkshire Strategic Local Transport budget.

- 5.2 The remaining works will be funded from elsewhere within the Transport and Highways capital budget. The cost of these proposed measures are:

- the changes to the road signing to allow the changes in speed limits will be in the region of £16,500.
- the advertising of the SLO for the change in speed limits will be £3,600.
- the provision of a timer on the two columns in the bus terminus and painting them grey will be in the region of £500.
- the switching off of the lighting columns on Baslow Road will be in the region of £1,500 (30 columns at £50 each).

Total cost of the proposed measure are in the region of £48,600.00

6.0 EQUAL OPPORTUNITIES

- 6.1 There are no particular equal opportunity implications associated with this report.

7.0 ENVIRONMENTAL IMPLICATIONS

- 7.1 The report deals with the environmental implications of the street lighting installed as a result of a 30mph speed limit having been applied to the section of road in question, which is outside the built-up area of Sheffield and is seen to form part of the surrounding Peak District countryside. Light pollution from the new street lighting formed the basis of a petition discussed at Area Board in June 2009, resulting in these works taking place.

8.0 PROPERTY IMPLICATIONS

- 8.1 There are no particular property implications associated with this report, other than those described in the suggested options, which are not recommended for further development.

9.0 LEGAL IMPLICATIONS

- 9.1 There are potential legal implications associated with changing the speed limit and removing the street lighting. These implications were discussed fully in the 11th March report the ongoing works are as a result of the recommendation made at that meeting.

10.0 RECOMMENDATIONS

- 10.1 To note the progress of the development of the scheme.
- 10.2 To advise local Ward Members of the progress of the scheme through to completion in the autumn.
- 10.3 The objection to the proposed revocation of the 40mph Speed Limit Order on part of the A621 Baslow Road is over-ruled.
- 10.4 The Speed Limit Order be made in accordance with the Road Traffic Regulation Act 1984.
- 10.5 The objector be informed accordingly.
- 10.6 To report back after 12 months with a review of the scheme and the 40mph speed limit

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30 June 2010