

## EXECUTIVE DIRECTOR, PLACE

### REPORT TO CABINET HIGHWAYS COMMITTEE

8<sup>th</sup> July 2010

#### REPORT ON SPEED LIMITS REVIEW

##### 1.0 SUMMARY

1.1 This report sets out the results of the speed limits review of all classified 'A' and 'B' roads in Sheffield and informs Members of the proposed changes and additional road safety measures that have been identified by the study.

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

2.1 The report contributes to the "Protecting and Enhancing the Environment" objective 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.

##### 3.0 OUTCOME AND SUSTAINABILITY

3.1 The outcomes are the amendment of six existing speed limits and the introduction of a number of road safety measures to manage speeds at a further six sites.

3.2 The proposals would be in accordance with the overall traffic management policies of the Council and the County wide Local Transport Plan (LTP), and will ensure that our obligations to the Department for Transport (DfT) are met.

##### 4.0 BACKGROUND

4.1 On 15<sup>th</sup> December 2005, the Secretary of State for Transport announced a proposal to review speed limits on all United Kingdom classified 'A' and 'B' roads, with any changes to the speed limits to be implemented by 2011.

4.2 Local traffic authorities are required to carry out the reviews, in accordance with guidance published on 8<sup>th</sup> August 2006, DfT Circular 01/2006 – Setting Local Speed Limits. The guidance is to be used for all future assessments of local speed limits and for developing speed and route management strategies required as part of the LTP process.

4.3 A South Yorkshire Speed Management Plan was produced to satisfy the aims of the DfT Circular and to provide a framework for the review and amendment of speed limits on A and B class roads in the County. This Plan was approved and adopted by the South Yorkshire Casualty Reduction Partnership on 6<sup>th</sup> January 2009 and all County road speed limit reviews have been undertaken in line with this plan.

- 4.4 During the production of the Speed Management Plan a number of organisations were consulted including neighbouring local authorities to South Yorkshire, the emergency services, South Yorkshire Police, South Yorkshire Passenger Transport Executive and local primary care trusts.
- 4.5 Appropriate speed limits play a fundamental part of overall effective speed management on our network. There is a need to ensure speed limits are appropriate to the character of the road, the adjacent frontages and land use, the mix, volume and speed of traffic, the use of the road by vulnerable road users and the collision record. The limit should encourage self-compliance and not be seen by drivers as a target to which to drive in all circumstances.
- 4.6 Staff costs for the review are being funded through the LTP process and undertaken in conjunction with the three metropolitan boroughs of Barnsley, Rotherham and Doncaster for consistency across the County. Funding has also been approved through the LTP process for 2010/11 to implement the proposed speed limit changes and associated traffic management measures. However, it should be noted that this LTP funding stream expires at the end of the 2010/11 financial year and it is therefore important that any proposals are implemented over the coming nine months.

## 5.0 SPEED LIMITS REVIEW

### Network Review

- 5.1 A review of the classified roads within Sheffield City Council's road network commenced in 2009. This stage of the process required each A and B road to be 'segmented', with each part of the respective road being based on its nature, for example rural, urban built-up, partially built-up, village etc. The Council has 43 classified 'A' and 'B' roads and these were divided into 249 sections. This represents 157km of A road and 88km of B road.
- 5.2 Once these segments were identified, an assessment of a number of factors was carried out to determine whether existing speed limits were appropriate or should be revised. These factors included existing traffic flow and composition, average vehicle speeds, collision rate and the nature of the road.
- 5.3 The review findings were tabulated using the Speed Limit Assessment Framework (SLAF) method. A sample SLAF table is included at Appendix A. A SLAF table was created for each of the 249 road sections assessed, but this is considered too many to append to this report and hence the provision of a single sample.
- 5.4 It was concluded that revised speed limits would be appropriate at 6 sites and a further 6 sites would require additional measures to encourage speed limit compliance and/or reduce the collision rate.
- 5.5 It is important that traffic authorities and police forces work closely together in determining, or considering, any changes to speed limits. All of the Council's SLAF tables and recommendations were reviewed by South Yorkshire Police

- 5.6 The Council's initial review process was completed in late 2009. As part of a County wide initiative, each of the four authorities undertook speed limit reviews on their own network. Following the completion of their initial findings, authorities then checked a selected number of speed limit review sections of other authorities within the County to ensure a consistent approach across the County.
- 5.7 This County wide auditing process is now complete and the final results are presented in the following tables. A plan illustrating the locations of the proposed speed limit changes in Sheffield and additional measures sites is included at Appendix B.

#### Proposed Speed Limit Changes

- 5.8 Inappropriate speed limits, whether too low or too high, can result in widespread abuse, bringing speed limits in general into disrepute. Following the completion of the review process, it is proposed to change the speed limit at six sites across the City as follows:-

#### Speed Limits to be Decreased

Location	Existing Speed Limit	Proposed Speed Limit
A57 Manchester Rd (Crosspool) Den Bank Avenue to City boundary (Length: approximately 8.5km)	60mph	50mph
A61 Penistone Road (Grenoside) City Boundary to Whitley Carr (Length: approximately 3.5km)	60mph	50mph
A6101 Rivelin Valley Road Near Rivelin Road (extension of existing adjacent 30mph limit by 100m)	40mph	30mph

#### Speed Limits to be Increased

Location	Existing Speed Limit	Proposed Speed Limit
A61 Penistone Road (Owlerton) Herries Road South to Shalesmoor (Length: approximately 3km)	30mph	40mph
A6102 Bochum Parkway - Norton Lane to Norton Avenue (Length: approximately 1.5km)	40mph	50mph
A621 Baslow Road Lane Head Road to 70m after Bus terminal (Length: approximately 0.7km)	30mph	40mph

- 5.9 The location of the proposed increase in speed limit on the A61 Penistone Road (Owlerton) coincides with the proposed Penistone Road Smart Route scheme. The design and implementation of the Smart Route proposals is subject to DfT funding through a Major Scheme Business Case (MSBC) submission. An increase in the speed limit along Penistone Road (Owlerton) would require infrastructure upgrades to signal equipment and on approaches to signals and could cost in the region of £250,000 to implement. The original aim was to undertake this expensive work as part of the implementation of the Penistone Road Smart Route major scheme currently planned for a start in 2011 in order to avoid potentially abortive work.
- 5.10 It should be noted that the proposed amendment to the A621 Baslow Road speed limit was approved at the Cabinet Highways Committee meeting on 11<sup>th</sup> March 2010 as part of a report on the "Review of Speed Limit, Street Lighting and Siting of the Bus Turning Area, Baslow Road, Totley". The Countywide auditing process identified that 50mph was a more appropriate speed limit. It has been agreed with the South Yorkshire speed limit audit team that the 40mph limit will be introduced as approved by Highways Committee and reviewed after 12 months.

Proposed Additional Measures

- 5.11 A number of sites were identified where additional measures would assist in encouraging speed limit compliance or reducing the collision rate:-

Location	Proposed Measures
A57 Manchester Road (Crosspool) Lawson Rd to No.565 Manchester Rd	<ul style="list-style-type: none"> <li>• Repainting of road markings</li> <li>• Pruning of vegetation</li> </ul>
B6058 Station Road (Mosborough) High Street to City Boundary	<ul style="list-style-type: none"> <li>• Gateway signage</li> <li>• 30mph road signs and markings as required</li> <li>• 'SLOW' markings</li> <li>• Right turn ghost islands (dedicated turning area for right turners)</li> <li>• Repainting of road markings</li> </ul>
B6066 Beaver Hill Road Market Street to Retford Road	<ul style="list-style-type: none"> <li>• Repainting of road markings</li> <li>• Bend warning signs</li> </ul>
B6071 Bernard Street Cricket Inn Road to Duke Street	<ul style="list-style-type: none"> <li>• 'SLOW' road markings</li> <li>• Bend warning signs</li> </ul>
B6082-Ecclesfield Rd-Fife St (250m Before) to Fife St	<ul style="list-style-type: none"> <li>• Gateway signage and physical measures where 30mph limit starts</li> </ul>
B6082 Holywell Road Jenkin Road to Upwell Street	<ul style="list-style-type: none"> <li>• 'SLOW' road markings</li> <li>• Repainting of road markings</li> </ul>

### Design and Implementation of Proposals

- 5.12 Detailed design work is planned to be carried out this summer. Due to the limited scope of the proposed amendments to the network, it is not considered necessary to undertake formal public consultation on the measures, over and above advertising the Speed Limit Orders (SLOs).
- 5.13 Amendments to the existing SLOs are required in order to implement any speed limit changes necessitated by the schemes. The Council would advertise the SLO changes in accordance with its statutory duties under the Road Traffic Regulation Act in the usual way and allow the public a 4 week consultation period. This would include notices displayed on-street and by public notice in a local newspaper.
- 5.14 It is expected that the additional measures would be implemented in the Autumn of 2010. The proposed speed limit changes could be implemented to a similar programme, subject to the outcome of the statutory consultation and sufficiency of the available funding. Any objections to the SLOs would be reported back to a future Cabinet Highways Committee meeting for consideration prior to any decision to implement being taken.

### 6.0 FINANCIAL IMPLICATIONS

- 6.1 For the 2010/11 financial year, a budget of £100,000 has been allocated from the LTP Road Safety Grant for Speed Limit Review and the design and implementation of recommended measures. This is considered sufficient to implement the proposed additional measures and the speed limit changes, excluding the proposed speed limit increase on Penistone Road and subject to a detailed assessment of existing street furniture. As discussed in paragraph 5.9, it was proposed to include the speed limit increase in the Penistone Road Smart Route. However all major schemes are currently being reviewed by the Department for Transport. Following a decision, the timing and funding of the speed limit increase on Penistone Road will require further consideration.

### 7.0 EQUAL OPPORTUNITIES

- 7.1 It is considered that all classes of road user will benefit from the proposed measures. Therefore the project should be of universal positive benefit to all, regardless of age, gender, ethnicity, sexuality, religion or disability.
- 7.2 An Equality Impact Assessment has been conducted and has found no negative equality impacts.

### 8.0 ENVIRONMENTAL IMPLICATIONS

- 8.1 The proposals are to increase three speed limits and decrease three speed limits by the same factor, 10mph. The effects of speed limits on vehicle emissions depend upon driver behaviour. In urban conditions, some pollutants are likely to increase with vehicle speed, whilst others may decrease. However, emissions can generally be reduced if vehicles are driven in a smooth manner, and drivers observe speed limits. Self enforcement by drivers

is, therefore, important. The speed limit changes are unlikely to increase fluctuations in driver speeds or in pollution to any significant degree.

8.2 It is therefore considered that there are no significant environmental implications arising from this report.

## 9.0 PROPERTY IMPLICATIONS

9.1 There are no property implications associated with this report.

## 10.0 LEGAL IMPLICATIONS

10.1 The Council has a general legal duty to promote road safety and in reaching decisions of this nature must clearly take into account any road safety issues that may arise. Provided that it does so, it is acting lawfully, as it is doing in this case.

## 11.0 RECOMMENDATIONS

11.1 To approve the implementation of the proposed speed limit changes, subject to receipt of no objections to the associated SLOs.

11.2 To approve the implementation of the proposed additional measures.

11.3 To report back to the Cabinet Highways Committee any objections that may be received from the SLO statutory consultation process for a decision.

11.4 To review the funding of the speed limit increase on Penistone Road following the Government decision on the progress of the Penistone Road Smart Route and report back to Cabinet Highways Committee.

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4<sup>th</sup> June 2010