



**SHEFFIELD CITY COUNCIL**  
**Cabinet Highways**  
**Committee**

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**Report of:** EXECUTIVE DIRECTOR, PLACE

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**Date:** 10 November 2011

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**Subject:** REPORT ON THE 12 MONTH EXPERIMENTAL STREET LIGHT SWITCH OFF ON BASLOW ROAD BUS TERMINUS AND 40MPH SPEED LIMIT.

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**Author of Report:** Andy Godson 0114 2734479

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**Summary:** This report sets out the results of the consultation following the completion of the 12 month experimental street light switch off and 40 mph speed limit.

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**Reasons for Recommendations:**

There has been a consultation exercise with interested parties and a unanimous response was to make the experimental street lighting switch off permanent. No comments were received regarding the speed limit. The reportable accident statistics indicate that there have been no accidents at this location during the experimental period.

**Recommendations:**

1. Retain the 40 mph speed limit.
  2. Make permanent the experimental street lighting switch.
  3. Remove the street lighting columns as part of the PFI contract.
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**Background Papers:**

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**Category of Report:** OPEN

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## Statutory and Council Policy Checklist

<b>Financial Implications</b>
YES Cleared by: Catherine Rodgers
<b>Legal Implications</b>
YES Cleared by: Julian Ward
<b>Equality of Opportunity Implications</b>
YES Cleared by: Ian Oldershaw
<b>Tackling Health Inequalities Implications</b>
NO
<b>Human rights Implications</b>
NO:
<b>Environmental and Sustainability implications</b>
YES
<b>Economic impact</b>
YES
<b>Community safety implications</b>
YES
<b>Human resources implications</b>
NO
<b>Property implications</b>
NO
<b>Area(s) affected</b>
South West
<b>Relevant Cabinet Portfolio Leader</b>
Cllr Leigh Bramall
<b>Relevant Scrutiny Committee if decision called in</b>
Economic, Environment and Wellbeing
<b>Is the item a matter which is reserved for approval by the City Council?</b>
YES/NO
<b>Press release</b>

# **REPORT ON THE 12 MONTH EXPERIMENTAL STREET LIGHT SWITCH OFF AND 40 MPH SPEED LIMIT ON BASLOW ROAD BUS TERMINUS.**

## **1.0 SUMMARY**

- 1.1 This report sets out the results of the consultation following the completion of the 12 month experimental street light switch off.

## **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. 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 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 8th July 2010. This report was entitled "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 ". Members accepted the recommendations of that report but requested that a further report was brought back after the 12 month experimental period had elapsed.

## **4.0 RESULTS OF THE CONSULTATION**

- 4.1 The street lights on Baslow Road between Lane Head Road and the bus turning area, were switched off for a 12 month experimental period on 5<sup>th</sup> November 2010. The location of the street lights are shown in Appendix A
- 4.2 Vehicle Activated Signs (VAS) were provided in order to enable the speed limit on that stretch of Baslow Road to be increased from 30 mph to 40 mph. The signs warn drivers on Baslow Road that a bus is exiting the bus turning area.
- 4.3 Traffic accident data from the date the street lights were switched off and the speed limit was increased from 30mph to 40 mph (5<sup>th</sup> November 2010) to the date of the latest accident statistics (July 2011) indicate there have been no reported accidents along this stretch of Baslow Road.
- 4.4 A consultation letter was sent to the following parties asking for their comments on the 12 month experimental scheme.
- Sheffield and Peaks Against City Encroachment (SPACE)
  - Campaign to Protect Rural England (CRPE)
  - Totley residents Association
  - Totley Ward Forum and Transport Group
  - Local Ward Councillors
  - First Bus Group

#### 4.5 Responses to the consultation

The following responses were received from the above consultees

- Space's response states "SPACE heartily supports the view that the huge street lights on the A621 Baslow Road out of the city are finally taken down and used elsewhere". The full response is attached as appendix B
- CPRE response states "Given that there have been no accidents or other negative consequences of turning off the lights, we request they are taken down" The full response is attached as appendix C
- Totley Residents Association states "The issue of the lights was discussed in last committee meeting held 22nd September. There have been no concerns raised by the public to the TRA and it was felt that since the lights have been turned off drivers have not been as tempted to speed. The TRA favour the lights removal.
- Whilst one local Ward Councillor responded in favour of a permanent removal of the lights another does not consider them to be intrusive and still feels that the street lights should be retained as part of the phased change in speed limits.
- First Group responded that they have not had any negative feedback from their drivers. There are no reported incidents or reported near misses etc since the change of speed limit from 30mph to 40mph. They are anxious, however, to ensure that the two street lights at the terminus remain switched on subject to the timed switch off midnight to 05:00.

4.6 There have been no negative comments relating to the 40 mph speed limit. Overall, therefore, the situation appears to be stable and there is no reason why the arrangements should not be made permanent.

### **5.0 RELEVANT IMPLICATIONS**

5.1 The cost of removing the street lighting columns is estimated to be £18,000. There has been no allocation for this works within the 2012/13 LTP budget. However, it has been suggested that, if the PFI contractor were to remove the columns, this would create a saving in energy costs alone of around £37,000 over the 25 year length of the contract. As such the lamp columns could be removed at no cost to the Council and reused elsewhere in the City.

### **6.0 REASONS FOR RECOMMENDATIONS**

6.1 There has been a consultation exercise with interested parties and a unanimous response was to make the experimental street lighting switch off permanent. No comments were received regarding the speed limit. The reportable accident statistics indicate that there have been no accidents at this location during the experimental period.

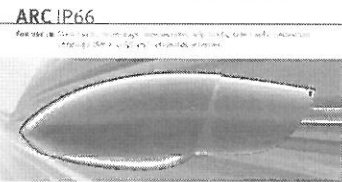
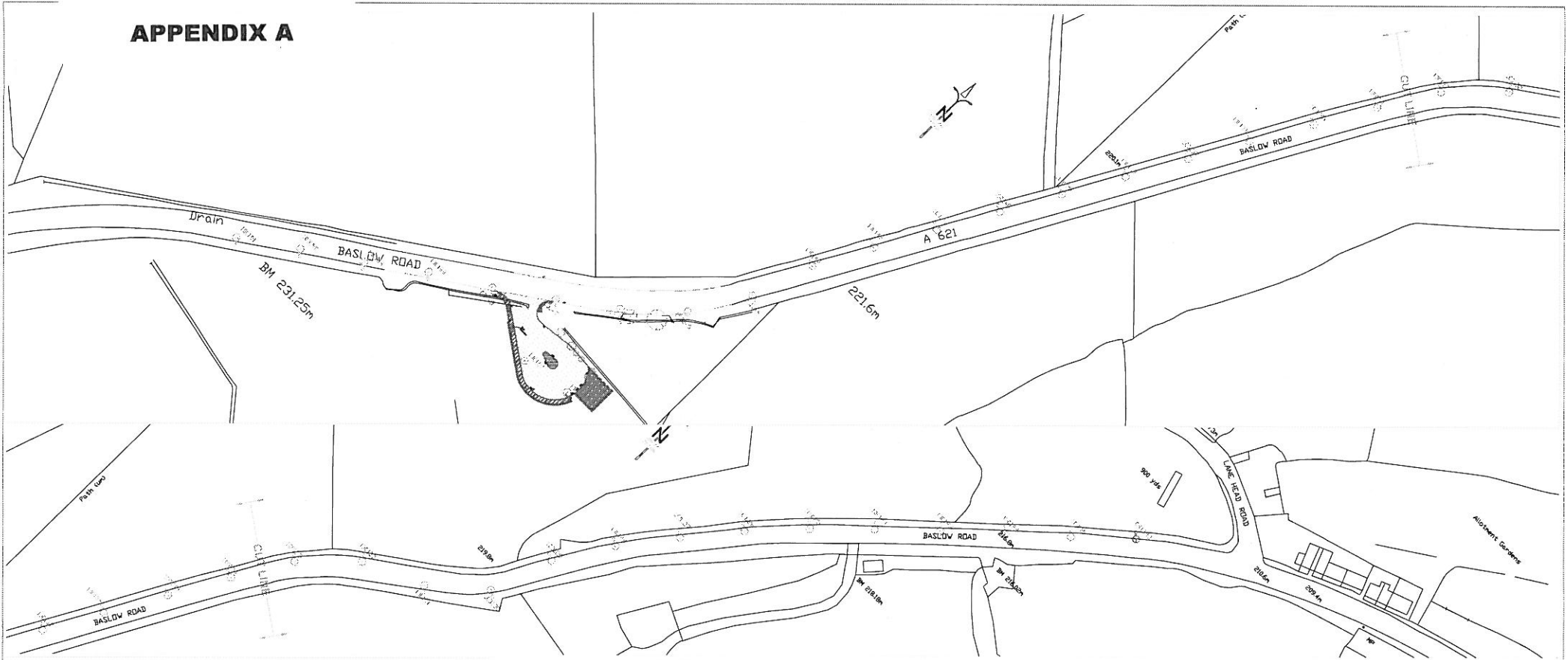
### **7.0 RECOMMENDATIONS**

- 7.1 Retain the 40 mph speed limit.
- 7.2 Make permanent the experimental street lighting switch off.
- 7.3 Remove the street lighting columns as part of the PFI contract.

Simon Green  
Executive Director, Place

10 November 2011

# APPENDIX A



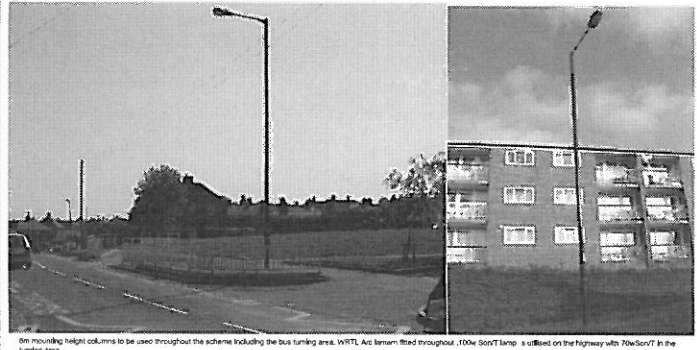
**Dimensions and Weights**

Type	Length (mm)	Width (mm)	Height (mm)	Weight (kg)	Weight (kg)
ARC 16	1000	100	100	1.2	1.2
ARC 20	1000	100	100	1.2	1.2
ARC 25	1000	100	100	1.2	1.2
ARC 30	1000	100	100	1.2	1.2
ARC 35	1000	100	100	1.2	1.2
ARC 40	1000	100	100	1.2	1.2
ARC 45	1000	100	100	1.2	1.2
ARC 50	1000	100	100	1.2	1.2
ARC 55	1000	100	100	1.2	1.2
ARC 60	1000	100	100	1.2	1.2
ARC 65	1000	100	100	1.2	1.2
ARC 70	1000	100	100	1.2	1.2
ARC 75	1000	100	100	1.2	1.2
ARC 80	1000	100	100	1.2	1.2
ARC 85	1000	100	100	1.2	1.2
ARC 90	1000	100	100	1.2	1.2
ARC 95	1000	100	100	1.2	1.2
ARC 100	1000	100	100	1.2	1.2

Quantity	Symbol	Type of Lighting Unit
1		Existing 8 metre Steel column with 1.25 metre projection bracket, Side Entry lantern and 100w SON/T lamp to remain
32		Proposed 8 metre Steel column with 1.25 metre projection bracket, Side Entry lantern and 100w SON/T lamp
2		Proposed 8 metre Steel column with 1.25 metre projection bracket, Side Entry lantern and 70w SON/T lamp
70mts		Proposed 50mm Black MDPE ducting for REC use with minimum 450mm cover in footway REC to confirm suitability of location

**Notes:**

1. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
2. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
3. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
4. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
5. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
6. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
7. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
8. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
9. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.
10. All proposed lighting units shall be installed in accordance with the manufacturer's instructions.



8m pole height columns to be used throughout the scheme including the bus turning area. WRTL Art lantern fitted throughout. 100w SON/T lamp - side of the highway with 70w SON/T in the turning area.

## APPENDIX B

### *SHEFFIELD AND PEAK AGAINST CITY ENCROACHMENT*



*c/o 11 Lemont Road  
Sheffield  
S17 4HA*

*email: sheffieldspace@gmail.com  
tel: 0779 063 7016*

Andy Godson  
Transport Planner  
Transport and Highways Division  
Howden House  
1, Union Street  
Sheffield  
S1 2SH

Dear Andy Godson

#### **Re: Baslow Road Street Lighting**

SPACE heartily supports the view that the huge street lights on the A621 Baslow Road out of the city are finally taken down and used elsewhere.

Together with local people and with the support of other local community organisations and the local branch of CPRE we mounted a successful campaign to remove these lights, mainly on the grounds that:

- this was unacceptable light pollution in a rural setting
- they represented ugly urban creep at the edge of the city near where it meets the Peak National Park, completely altering the character of this rural road
- they were visible from the Peak National Park
- SCC had not consulted the Peak National Park
- the 30mph limit was making the road more dangerous, not safer, with a lot of tailgating, speeding well over 30mph and unsafe overtaking
- sight lines out of the terminus had been wrongly calculated making a 30mph limit and the associated lighting unnecessary.

In June 2009, the S and E Planning and Highways Committee decided to remove the lights after receiving a petition and representations at Committee from SPACE and

local councillors. The Committee requested a report within 3 months from the Head of Highways on increasing the speed limit from 30mph to a more appropriate 40mph. (Of course this was still a massive reduction from the original speed limit of 60mph).

After Officers' reports to the Cabinet Highways Committee in March 2010 and July 2010, the Committee agreed to increase the speed limit from the bus terminus to Lane Head Road in Totley from 30mph to 40mph, to install vehicle activated signs and to switch off the lights. It was decided to review the scheme after a year and to remove the lights if there were no accidents or untoward consequences of the lights being turned off.

As Narendra Bajaria, then Chair of the Peak National Park Planning Board said in a letter to us in January 2009:

*...as you rightly point out in your e-mail, such schemes may lie beyond the National Park boundary, but can detrimentally impact upon the dark skies, and the sense of place within the National Park itself.*

Indeed, partly inspired by our campaign, the Peak National Park mounted some community research into how the Peak was affected by light pollution - I think about 18 months ago.

I understand that so far there have been no accidents and no untoward consequences of turning off the lights during this period. We therefore request, that in line with the original decision by councillors at the Planning and Highways Committee and the demands of local people, the lights are removed and used elsewhere in the city, thus returning this stretch of road to something approaching the nature of a green gateway between city and country, close to the moors.

Yours sincerely

Sally Goldsmith

Chair