

## Public Document Pack

<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 18 August 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall
<b>PUBLIC WEB LINK:</b>	<a href="https://barnsley.public-tv.com/core/portal/webcasts">https://barnsley.public-tv.com/core/portal/webcasts</a>

## AGENDA

### REGISTER TO ATTEND

This meeting will be webcast live and will be available to view via the Council's website.

Please note that in order to ensure that the meeting complies with current Covid-19 restrictions and public health advice, members of the public must pre-register if they wish to attend the meeting in person.

Anyone who wishes to attend should email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk) no later than 10.00am on Tuesday, 17 August 2021

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

### Minutes

3. Minutes of the previous meeting held on 14 July 2021 (Cab.18.8.2021/3)  
(Pages 5 - 8)

### Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.18.8.2021/4) (Pages 9 - 10)
5. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.18.8.2021/5)  
(Pages 11 - 12)

### Petitions

6. Petitions received under Standing Order 44 (Cab.18.8.2021/6)

## Items for Decision/Recommendation to Council

### Environment and Transportation Spokesperson

7. Honeywell Lane, Carrington Avenue and Raley Drive, Barnsley - Proposed 'No waiting at any time' Restrictions: Objection Report (Cab.18.8.2021/7)  
(Pages 13 - 32)
8. Exclusion of Public and Press  
It is likely that the public and press will be excluded from this meeting during consideration of the items so marked because of the likely disclosure of exempt information as defined by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, subject to the public interest test.

### Regeneration and Culture Spokesperson

9. St Michael's Housing Development (Cab.18.8.2021/9) (Pages 33 - 54)  
Reason restricted:  
Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

### Joint Regeneration and Culture and Children's Spokespersons

10. Youth Zone Update (Cab.18.8.2021/10) (Pages 55 - 84)  
Reason restricted:  
Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Matt Gladstone, Executive Director Place

Melanie John-Ross, Executive Director Children's Services

Wendy Lowder, Executive Director Adults and Communities

Shokat Lal, Executive Director Core Services

Julia Burrows, Director Public Health

Neil Copley, Service Director Finance (Section 151 Officer)

Martin McCarthy, Service Director Governance, Member and Business Support (Monitoring Officer)

Garry Kirk, Service Director Legal Services

Michael Potter, Service Director Business Improvement and Communications

Katie Rogers, Head of Communications and Marketing  
Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk)

Tuesday, 10 August 2021

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<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 14 July 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	Council Chamber, Barnsley Town Hall

## MINUTES

**Present** Councillors Houghton CBE (Chair), T. Cave, Cheetham, Franklin, Lamb and Platts

**Members in Attendance:** Councillors Cherryholme, Eastwood, Frost and McCarthy

**Members in Virtual: Attendance** Councillors Gardiner and Tattersall

### 40. Declaration of pecuniary and non-pecuniary interests

Councillor Tattersall declared a non-pecuniary interest as a member of the Berneslai Homes Board in respect of minute number 48.

### 41. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 30 June 2021 had been called in.

### 42. Minutes of the previous meeting held on 30 June 2021 (Cab.14.7.2021/3)

The minutes of the meeting held on 30 June 2021 were taken as read and signed by the Chair as a correct record.

### 43. Decisions of Cabinet Spokespersons (Cab.14.7.2021/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

### 44. Petitions received under Standing Order 44 (Cab.14.7.2021/5)

It was reported that no petitions had been received under Standing Order 44.

### 45. No Place for Hate Campaign (Cab.14.7.2021/6)

#### RESOLVED:-

1. that the zero-tolerance approach to online abuse be championed;
2. that the launch of the No Place for Hate campaign taking place from July 2021 be supported;
3. that the work to strengthen the Authority's social media guidance to staff and Elected Members be acknowledged; and
4. that work takes place with partners to support the campaign.

**46. Annual Review and Refresh of the Barnsley Placement and Sufficiency Strategy for Children in Care and Care Leavers 2020-23 (Cab.14.7.2021/7)**

**RESOLVED** that approval be given for the adoption of the refreshed Placement and Sufficiency Strategy for children in care and care leavers, based upon the commissioning intentions and mitigating actions summarised in paragraphs 4.15-4.32 and paragraphs 7.5-7.7 of the report with further detail incorporated in Appendix 1.

**47. Barnsley Children's Joint Commissioning Strategy 2021-23 (Cab.14.7.2021/8)**

**RESOLVED** that the draft Children's Joint Commissioning Strategy for 2021-23 be approved for adoption.

**48. Community Energy Project: 1000 Homes PV Project (Cab.14.7.2021/9)**

**RESOLVED:-**

1. That Cabinet approved the proposed community energy project to install a 1,000 Solar Photovoltaic (PV) arrays to a 1,000 Council homes;
2. That Cabinet approved the provision of delegated powers to SMT to approve BMBC and EB entering into a contractual agreement for delivery once final legal approval has been given; and
3. that a further report be brought forward outlining the future role of community energy within the Borough, including legal structures and delivery options.

**49. Transforming Cities Fund (TCF) and Active Travel (AT) Update (Cab.14.7.2021/10)**

In introducing the item, Cllr Lamb, the Cabinet Spokesperson for Environment and Transportation, advised that the Council had been successful with 2 Active Travel Schemes and the request outlined within the report was to accept £23k to develop those schemes to outline business cases. Cabinet were advised that further to the writing of the report, the outline business cases had been submitted and approved by the MCA. Grant letters had been received to accept a further £133k, the acceptance of which was agreed by Cabinet.

**RESOLVED** that Cabinet:-

1. Noted the progress on the delivery of the approved Transforming Cities Programme (TCF) and Active Travel Programme (AT) as outlined in section 7 of the report;
2. Authorised the continued development of the individual Work Packages and progression of the schemes to ensure that all external grant funding is secured, whilst ensuring that the overall aims and objectives of the scheme are achieved;

3. Noted the proposed dates for submission of Outline Business Cases (OBC) and Full Business Cases (FBC) for the individual Work Packages;
4. Approved acceptance of grant funding from Sheffield City Region totalling £1.367m (Section 7 of the report refers) to contribute towards the development of TCF programme business cases;
5. Approved the acceptance of grant funding from Sheffield City Region totalling £0.023m (Section 7 of the report refers) , plus an additional £133k received further to the writing of the report, to contribute towards the development of the AT programme business cases;
6. Approved the release of the capital resources (as detailed in Section 7 and Appendix A of the report) required to fund the development of the OBC and FBC to progress through to delivery stage of the work packages;
7. Authorised the Executive Director of Place to undertake all necessary steps to ensure continued delivery of the TCF and AT programme;
8. Authorised the Service Director of Finance in consultation with the Executive Director of Place to negotiate the terms and conditions of, and final approval of the SCR Grant funding agreements, for the delivery of the TCF and AT programme.

**50. Improvements to network connectivity at Barnsley Museum venues (Cab.14.7.2021/11)**

**RESOLVED** that funding be approved and that the project to improve network connectivity at Barnsley Museum venues commences.

**51. Royston Masterplan Framework - MU5 (Round 2 Adoption) (Cab.14.7.2021/12)**

**RECOMMENDED TO FULL COUNCIL ON 29 JULY 2021:-**

1. that the progress made in the development of the Royston Masterplan Framework (MU5) be noted;
2. that the measures proposed relating to energy, sustainability and health and wellbeing be supported; and
3. the final version of the Masterplan Framework be presented to full Council for adoption on 29 July 2021.

**52. Urbed Town Centre Plan (Cab.14.7.2021/13)**

**RESOLVED:-**

1. that the progress made in the development of the Draft Town Centre Plan be noted; and
2. that the proposed public and stakeholder consultation exercise planned to commence during September 2021 be approved.

.....  
Chair



**BARNSELY METROPOLITAN BOROUGH COUNCIL**

**CABINET SPOKESPERSONS' DECISIONS**

**Schedule of Decisions taken for weeks ending 9 and 30 July 2021**

<b><u>Cabinet Spokesperson</u></b>	<b><u>Item</u></b>	<b><u>Decisions</u></b>
*1. Place (Regeneration and Culture)	Updated Strategic Housing Market Assessment and Affordable Housing Supplementary Planning Document	that the Strategic Housing Market Assessment document be made available on the Council's website.
2. Children's Services	School Placement and Sufficiency Strategy for Children and Young People with Special Educational Needs (2020-23): Commissioning of 10 Special Resource Provision Places at Churchfields Primary School	that approval be given to authorise expenditure to make the required adaptations at Churchfields Primary School as described in the report's appendix in order to create placements for up to 10 children from EYFS 1,2 & 3 with additional SEND needs with effect from September 2021. This will prevent these young and vulnerable children from being placed in more costly, independent provision out of the Borough. This decision will ensure greater value for money and the more effective use of available resources.

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>
3. Children's Services	School Placement and Sufficiency Strategy for Children and Young People with Special Educational Needs (2020-23): Commissioning of 20 Send Resource Provision Places at Astrea Dearne School	that approval be given to authorise expenditure, for the purpose of providing up to 20 quality placements for children from Key Stages 3 & 4 at Astrea Dearne 10 as described in the appendix to the report. This will result in this cohort being able to access the National Curriculum via a combination of mainstream classroom and 'Athena' Resource Provision and 10 places for children, identified with very complex needs and who will require access to the National Curriculum predominantly via specialist Athena provision, supported by supplementary teaching and specialist learning assistance who have been diagnosed with SEMH needs and thereby preventing these young and vulnerable children from being placed in more costly, independent provision out of the Borough. This decision will ensure greater value for money and the more effective use of available resources

\* Not for publication – contains exempt information, Local Government Act 1972, Part I, Schedule 12A Paragraph 3 apply.

## BARNSELY METROPOLITAN BOROUGH COUNCIL

### REPORT OF THE EXECUTIVE DIRECTOR CORE SERVICES

#### Action Taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations Contained in the Council Constitution

##### 1. Purpose of Report

To inform Cabinet of action taken as a matter of urgency under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution.

##### 2. Recommendations

**That the action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report, be noted.**

##### 3. Background

Individual actions taken following consultation with the appropriate Cabinet Spokesperson are detailed by Cabinet Portfolio in the Appendix to this report. In accordance with Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution these actions are reported into the next available Cabinet meeting.

##### 4. Implications

There are no local area, crime and disorder, financial, employee or human rights implications arising directly from this report.

##### 5. Background Papers

Decision notices of action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution available for inspection in the Council Governance Unit, subject to the notice not containing personal information as defined by the Data Protection Act 1998 or exempt information as described in Schedule 12A of the Local Government Act 1972.

**Officer Contact:** Martin McCarthy  
**Date:** 27 July 2021

**Email:** [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk)

**Action Taken under Paragraph B6 of the Responsibility for Executive Functions –  
Officer Delegations Contained in the Council Constitution**

	<b><u>Date of Decision</u></b>
<b>1. <u>Proposed Acquisition of Land at Lairds Way, Penistone</u></b>	26 July 2021
1. That approval be given for the Council to enter into a conditional contract and the acquisition of the land at Lairds Way, Penistone;	
2. The principle of the onward sale of the land at Lairds Way, Penistone to South Yorkshire Passenger Transport Executive (SYLTE) on terms to be agreed, for the construction of a “Park and Ride Carpark” facility was approved;	
3. That the Corporate Asset Manager be authorised to negotiate and finalise Heads of Terms for the conditional contract, acquisition of the land and the onward sale to SYLTE; and	
4. That the Service Director Legal Services be authorised to complete the necessary documentation for the conditional contract, acquisition of the land and the onward sale to SYLTE.	

Due to the likely disclosure of exempt information as described by the specific paragraphs of Part I, of Schedule 12A of the Local Government Act 1972, as amended, as follows:-

- Paragraph 3 - Financial and Business Affairs – Information which, if disclosed to the public would, or would be likely to, prejudice the financial or business affairs of any particular person (including the Local Authority holding the information). Financial or business affairs include contemplated, as well as past or current activities.

**Barnsley Metropolitan Borough Council**

This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

**REPORT OF THE EXECUTIVE DIRECTOR PLACE  
TO CABINET ON 18 AUGUST 2021**

**HONEYWELL LANE, CARRINGTON AVENUE AND RALEY DRIVE, BARNSLEY**  
**PROPOSED "NO WAITING AT ANY TIME" RESTRICTIONS.**

**OBJECTION REPORT**

**1. Purpose of Report**

- 1.1** The purpose of this report is to consider eight objections which have been received in respect of published proposals to prohibit vehicles waiting at any time on parts of Honeywell Lane, Carrington Avenue, Burton Street and Raley Drive, Barnsley.

**2. Recommendation**

**It is recommended that:**

- 2.1 The objections received are overruled for the reasons set out in this report and the objectors are informed accordingly;**
- 2.2 The Head of Highways and Engineering and Legal Service Director & Solicitor to the Council be authorised to make and implement the Traffic Regulation Order (TRO) as originally published.**

**3. Introduction/Background**

- 3.1** On 21<sup>st</sup> October 2019 approval was given to advertise proposals to prohibit vehicles waiting at any time on parts of Honeywell Lane, Carrington Avenue, Burton Street and Raley Drive. Planning permission has been granted for 81 residential dwellings on land off Carrington Avenue. Access to the development is via Honeywell Lane to Carrington Avenue and Raley Drive. The planning conditions stipulate that junction visibility should be safeguarded at the junction of the new access road with Honeywell Lane. There is also a requirement to install new traffic signal detector loops. See the officer delegated report attached at Appendix 1.
- 3.2** The proposals were published in November 2019 and one letter of objection was received which was signed by 12 people who live at 8 different properties in the area.

#### 4. Consideration of Objections

The grounds of objection are summarised below and the Head of Highways & Engineering's comments in response are in **bold**.

*(Location of objectors: Honeywell Lane)*

- The residents were not consulted in at initial planning stage and the Council are in breach of planning rules
- The construction of Barnsley Sport College and Construction College, sports gym facility and flood lit all-weather pitches heralded new problems in the local area – **these comments are not relevant to the proposed traffic restrictions**
- Students verbally abusing residents and racing through the red light at Honeywell Lane under the bridge – **these comments are not relevant to the proposed traffic restrictions.**
- Loops not functioning and its camera sensors that are controlling the signals at the bridge
- Loss of on-street parking by residents
- A disabled resident at house 60 needs her frontage on-street parking space
- The Council refused “resident parking” and said no to this option and said Council had no funds or budget for resident permits
- Residents want adequate, dedicated on-street parking adjacent their houses.

#### **Response:**

**Between May to June 2016 a consultation was carried out in compliance with the planning application process following the receipt of an application for planning permission for a proposed development comprising 80 dwellings, associated car parking and landscaping and biodiversity mitigation and enhancement. The public consultation, at the time, included house nos. 50, 52, 54, 56, 58, 60, 62 and 64 Honeywell Lane.**

**The publication of the proposed traffic restrictions fully complied with the statutory requirements. Notice was published in the Barnsley Chronicle, copies of the notice were posted on the affected roads, copies of the required documents were posted on the Council's website and were put on deposit at Barnsley Central Library and the statutory period for objections and representations was afforded**

**Parked vehicles on Honeywell Lane, close to the bridge, force travelling vehicles to miss the traffic signal-loop, which is built into the road surface and sometimes, vehicles have been found to be parked on the loop itself meaning it does not trigger for the next vehicle. This also interferes with the overhead detectors working efficiently. This led to a situation where neither the overhead detectors nor the loops were working effectively, meaning that the signals were not changing on demand but were instead on a fixed time change sequence resulting in unnecessary delays and frustration for motorists. The recently replaced traffic signals have had an additional stage added to aid pedestrian movements through the tunnel.**

To enable the signals to operate efficiently, clear, uninterrupted detection is required on all approaches. This is because the new controller uses the timings and detection available to ensure the signals can move to the next stage as quickly as possible. This prevents delays to motorists and pedestrians and ensures we comply with Section 16 of the Traffic Management Act 2004 by facilitating the expeditious movement of traffic.

No individual has a legal right to park on the public highway outside their property. Essentially, the purpose of the public highway is to facilitate the passage of traffic and should not be relied on as a parking area.

There are 16000+ blue badge holders within the Barnsley Borough. Barnsley Council only provides designated Blue Badge parking on streets within the Town Centre and some of its townships, to ensure the public can access public facilities such as shops banks etc. There is also designated disabled parking spaces in the majority of Council operated car parks. It is possible to provide disabled parking bays for specific individuals to use. A blue badge holder enjoys certain concessions where waiting restrictions are in place in any event.

The proposed restrictions are designed to prevent obstructive parking to facilitate safe traffic movements for both vehicles and pedestrians, with gaps being incorporated in the proposed restrictions where possible to accommodate some on-street parking.

The budget for residents parking was removed by a Council Cabinet decision in 2007/08 and no new schemes have been progressed since then.

## **5. Proposal and Justification**

- 5.1 It is proposed to implement the TRO as originally advertised as shown on the plan at Appendix 1.

## **6. Consideration of Alternative Proposals**

- 6.1 Option 1 – Overrule the objections and proceed with the proposals as shown in Appendix 1. **This is the preferred option.**
- 6.2 Option 2 – Decline to introduce the proposals. This option is not recommended for the following reasons:
- It will not address the on-street parking issues that exist along Honeywell Lane.
  - It will not ensure at the junctions of Carrington Avenue/Honeywell Lane, Honeywell Lane/Raley Drive and the access road to Barnsley College are kept free from parked vehicles maintaining visibility for motorists as stipulated in the planning conditions.
  - It will not protect traffic signal detectors loops allowing them to operate efficiently.

## **7. Impact on Local People**

- 7.1** The proposed restrictions will prevent obstructive parking and improve the free flow of vehicles. The restrictions will also benefit pedestrians using the footway as they will prevent half on/half off vehicular parking;
- 7.2** The proposed restriction will reduce the available on-street parking availability on the northern curb line by 2 vehicle spaces (outside No's 62 & 64). Additional on-street parking is available very close by.

## **8. Financial Implications**

- 8.1** The financial implications remain the same as previously reported.

## **9. Legal Implications**

- 9.1** The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO. The Council is satisfied that it is expedient to make the proposed TRO for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic, including pedestrians.
- 9.2** In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the restrictions proposed meet those objectives.

## **10. Consultations**

- 10.1** No additional consultations are required; these having already been carried out at the publication stage;
- 10.2** Due to the specific nature of an objection raised by a resident at No 60 Honeywell Lane, an 'Equality Impact Assessment' was carried out - see EIA at Appendix 2.

## **11. Risk Management Issues**

<b>Risk</b>	<b>Mitigation/Outcome</b>	<b>Assessment</b>
<b>1. Challenge to the proposals because they infringe the Human Rights Act</b>	It is not considered the proposals have any interference with convention rights. Any potential interference has to be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low



Risk	Mitigation/Outcome	Assessment
<b>2. Legal challenge to the decision to make the TRO.</b>	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

**12. Compatibility with European Convention on Human Rights**

12.1 It is not considered the proposals have any potential interference with convention rights.

**13. Equality Impact**

13.1 Full Equality Impact Assessment completed. Please see Appendix 2.

**14. List of Appendices**

- Appendix 1 – Plan showing proposals;
- Appendix 2 – Equality Impact Assessment (EIA) – No 60 Honeywell Lane, Barnsley.

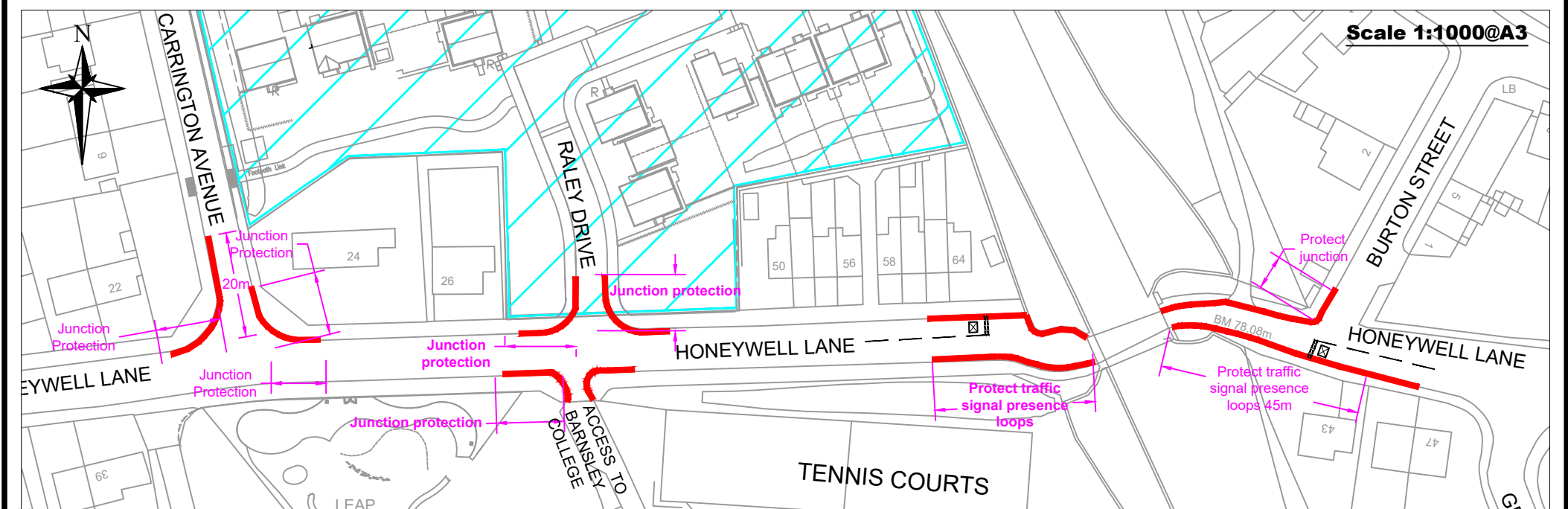
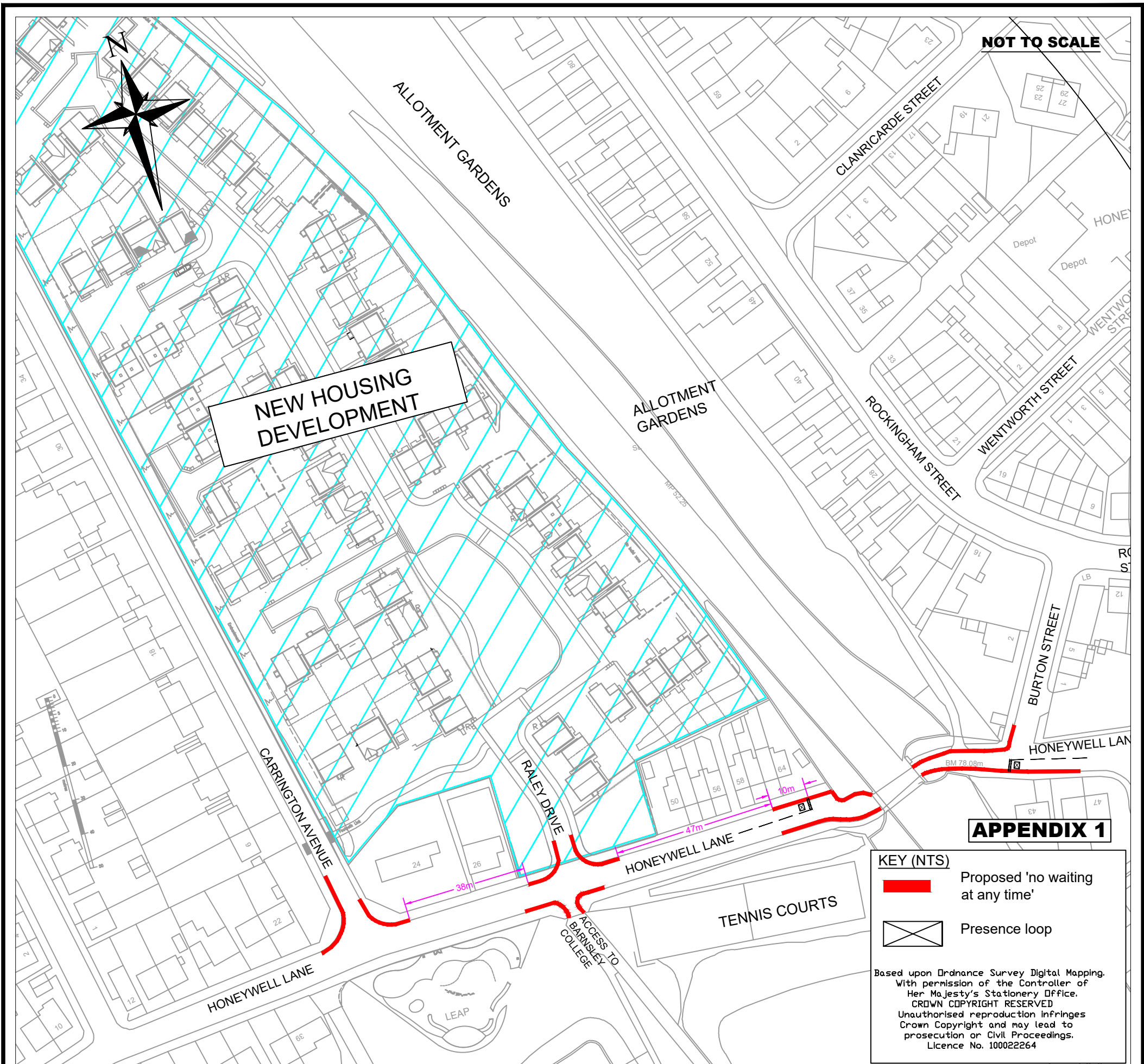
**15. Background Papers**

15.1 Traffic Project file 3937

**Officer Contact:** Darren Storr, Traffic Engineer

**Date:** July 2021

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 <p><b>BARNLSLEY</b> Metropolitan Borough Council</p>	<p>Scale <b>AS SHOWN</b></p>		<p>Paul Castle Service Director, Environment &amp; Transport Place Directorate Westgate Plaza, Westgate, Barnsley, S70 2DR. Tel. (01226) 773555 Fax. (01226) 772110</p>
	<p>Project Honeywell Ln/Carrington Ave Proposed TRO</p>	<p>Drawn TK</p>	
	<p>Checked</p>	<p>File TR/3937/Rev 1</p>	<p>Drawing No. <b>TR/3937/Appendix 1</b></p>

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# Equality Impact Assessment

Availability of On-Street Parking Following Proposals to Introduce, 'No Waiting at Any Time' restrictions on Honeywell Lane, Barnsley.

## Stage 1 Details of the proposal

<b>Name of service</b> <b>Directorate</b>	PLACE
<b>Name of officer responsible for EIA</b> <b>Name of senior sponsor</b>	Darren Storr (co-ordinating the EIA completion) Damon Brown – Network Manager
<b>Description / purpose of proposal</b>	<p>There is a requirement to introduce waiting restrictions at a location where parked vehicles are interfering with the correct and safe operation of traffic signals controlling a vehicular and pedestrian tunnel on Honeywell Lane, Barnsley.</p> <p>A full options appraisal is being carried out to assess the impact of introducing waiting restrictions on a resident with mobility issues (Blue Badge Holder) based on road safety, traffic engineering options and available information</p> <p>The findings of the EIA assessment will consider the Equality Act 2020 and the protected characteristics:</p> <ol style="list-style-type: none"><li>1. Age</li><li>2. Disability</li><li>3. Gender Reassignment</li><li>4. Marriage &amp; civil partnership</li><li>5. Pregnancy and maternity</li><li>6. Race</li><li>7. Religion and belief</li><li>8. Sex Sexual orientation.</li></ol>

<b>Date EIA started</b>	12/07/2021
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<b>Assessment Review date</b>	12/07/2021
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## Stage 2 - About the proposal

<b>What is being proposed?</b>	<p>There is a requirement to introduce waiting restrictions at a location where parked vehicles are interfering with the correct and safe operation of traffic signals controlling a vehicular and pedestrian tunnel on Honeywell Lane, Barnsley.</p> <p>A full options appraisal is being carried out to assess the impact of introducing waiting restrictions on a resident with mobility issues (Blue Badge holder) (No 60) following that resident's objection to the scheme based on their belief that they will not be able to park directly outside their property.</p> <p>The appraisal is based on road safety, traffic engineering options and available information.</p> <p>The findings of the EIA assessment will consider the Equality Act 2020 and the protected characteristics to ensure that the proposal does not directly discriminate or indirectly discriminate (i.e. doing something that treats people the same, but the effect is worse on some people compared to others).</p>
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<b>Why is the proposal required?</b>	<p>(See attached APPENDIX 1 for site plan)</p> <p>Honeywell Lane is primarily a residential road. Mid-way along the road is a narrow, single lane tunnel which is used by vehicular, cyclist and pedestrian traffic.</p> <p>For safety, the tunnel is controlled by multiple sets of traffic signals located at either end of the tunnel. There are separate signal and phases (timing) of the signals to control vehicles/cyclists and pedestrians. The tunnel is too narrow to allow</p>
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traffic and pedestrians to use the tunnel at the same time.

The traffic signals use detector loops sunk into the surface of the road to detect the presence of vehicles and control the signals accordingly. The pedestrian signals use call buttons on posts located on the nearby footways.

The traffic detector loops are situated in locations where they must detect vehicles intending to drive through the tunnels, i.e. in the approaching traffic lane immediately before the traffic signals. The loops detect the presence of vehicles and controls the signals accordingly to allow for the flow of traffic from both ends of the tunnel. Pedestrians activating the push button control on the footway interrupt the traffic signals and allow for the safe passage of pedestrians through the tunnel, free of vehicles.

Parked vehicles on the side of Honeywell Lane (specifically outside of No's 62 & 64) at the site of the detector loops have been interfering with the correct operation of the detector loops and therefore, the traffic and pedestrian signals.

The improperly working traffic signals have been causing delays and congestion by changing the signals for moving traffic/queuing traffic for the tunnel, when in fact, the loops have been detecting resident's parked vehicles. The false detections also interfere with the pedestrian phasing of the signals.

The situation has now reached a stage that is unmanageable and presents unacceptable risk levels to drivers, cyclists and pedestrians wishing to pass through the tunnel.

It is proposed to introduce waiting restrictions on Honeywell Lane to prevent vehicles parking on, and immediately adjacent to, the signal detector loops in the road. This will prevent false detections and allow the traffic and pedestrian signals to work as intended.

## What will this proposal mean for customers?

The introduction of the waiting restrictions could have the following impact on residents:

- Residents may perceive the new restrictions as positive as it will reduce/illuminate undue congestion and reduce vehicle emissions and noise from standing traffic;
- The Public/residents may perceive the new restrictions as negative as it will reduce the overall availability of road space for on-street parking;
- Specific residents may perceive the new restrictions as negative as it will remove the availability of on-street parking immediately outside their houses (No 62 & 64 only);
- Residents may perceive the new restrictions as positive as it will not directly affect them;
- The travelling public may perceive the new restrictions as positive as it will improve journey times and their experience of manoeuvring through the Honeywell Lane/Tunnel;
- Pedestrians may perceive the new restrictions as positive as it will allow the traffic signals to give them more numerous and longer access times to walk through the tunnel making them feel safer;
- reduce/illuminate undue congestion and reduce vehicle emissions from standing traffic.

Whilst the new restrictions will be directly outside of No's 62 & 64, all other residencies will have no restrictions directly outside their house.

There is a 47m gap between the two sets of new restrictions on the north side of Honeywell Lane, enough to park 8 average sized cars.

There is also a larger gap between two restrictions on the south side of Honeywell Lane, enough for 10 average sized cars.



## Stage 3 - Preliminary screening process

Use the **Preliminary screening questions** (found in the guidance) to decide whether a full EIA is required

- Yes - EIA required (go to next section)  
 No – EIA not required (provide rationale below including name of E&I Officer consulted with)

## Stage 4 - Scoping exercise - What do we know?

### Data: Generic demographics

What generic data do you know?

Honeywell Lane is located within the Old Town Ward. The Old Town Ward Profile ( which can be accessed here: <https://www.barnsley.gov.uk/services/our-council/research-data-and-statistics/census-data/old-town-ward-profile/> provides the following information on the protected characteristics:

#### 1. Age:

- 10,811 people (2011 Census) live in Old Town, or 4.7% of Barnsley's total population;
- Just over two thirds of residents are of working age, over 2% more than the borough average and almost 4% more than the national average;
- 15.3% are of pensionable age, slightly fewer than the borough and national averages.

#### 2. Disability:

- 79.4% of the population describe their health as 'very good' or 'good', compared to a borough average of 75.2% and a national average of 81.4%;
- On the other hand, 6% feel their health is 'bad' or 'very bad', which is slightly more than the national average but significantly fewer than the borough average of 8.4%;
- 2.7% of residents provide care for 50 hours or more each week, compared to a national average of 2.4% and a borough average of 3.3%.

### 3. Gender Reassignment:

- No information is provided regarding Gender Reassignment, it is unlikely that the proposal will have an effect on this characteristic.

### 4. Marriage & Civil Partnership:

- One third of adult residents in Old Town are single, slightly more than the borough average but slightly less than the national average;
- Just below 47% are married, which is in line with the national average but slightly below the borough average.

### 5. Pregnancy and maternity:

- No information is provided regarding pregnancy and maternity statistics.

### 6. Race:

- 96.3% of the population is white, and just over 94% were born in the UK;
- The largest minority group comprises Asian and Asian British people, who make up 1.7% of the population;
- 2.5% of households contain nobody whose main language is English; almost double the borough average but significantly fewer than the national average of 4.4%.

### 7. Religion & Belief:

- Just over 68% of residents have a religion, which is in line with the national average but slightly below the borough average;
- The vast majority are Christian. Muslims are the largest minority group but make up only 1.2% of the total.

### 8. Sex:

- No information is provided regarding this, it is unlikely that the proposal will have an effect on this characteristic.

### 9. Sexual orientation:

- No information is provided regarding this. it is unlikely that the proposal will have an effect on this characteristic.

### Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

- There is currently traffic congestion due to improperly functioning traffic signals. This causes delays and congestion resulting in increased noise levels and vehicle emissions;
- Pedestrians safe access through the tunnel is being impacted because of false detections on the traffic detector loops creating false waiting signals when there is no queuing traffic;
- Preventing false detections will allow the traffic and pedestrian signals to operate at their normal safe level;
- For the vast majority of space available, on-street parking has been retained, including directly outside No 60.

### Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

NO.

### Data: Formal consultation

What information has been gathered from formal consultation?

Formal consultation took place in January 2019 with the Ward Councillors, Ward Area Manager, Emergency Services and the South Yorkshire Passenger Services Executive - there were no objections from internal consultation.

Public consultation took place in November 2019 following some amendments to the original proposals - one objection letter was received which was signed by 12 residents of Honeywell Lane.

The objections raised within the letter signed by the residents was addressed at the time. Council responses are in **BOLD** type:

- The residents were not consulted in at initial planning stage and the Council are in breach of planning rules;
- The construction of 'Barnsley Sport College and Construction College', sports gym facility and flood lit all-weather pitches heralded new problems in the local area – **these comments are not relevant to the proposed traffic restrictions;**
- Students verbally abusing residents and racing through the red light at Honeywell Lane under the bridge – **these comments are not relevant to the proposed traffic restrictions;**
- Loops not functioning and its camera sensors that are controlling the signals at the bridge;
- Loss of on-street parking by residents;
- A disabled resident at house 60 needs her frontage on-street parking space;
- The Council refused "resident parking" and said no to this option and said Council had no funds or budget for resident permits;

- Residents want adequate, dedicated on-street parking adjacent their houses.

**Formal response:**

**Between May to June 2016 a consultation was carried out in compliance with the planning application process following the receipt of an application for planning permission for a proposed development comprising 80 dwellings, associated car parking and landscaping and biodiversity mitigation and enhancement. The public consultation, at the time, included house nos. 50, 52, 54, 56, 58, 60, 62 and 64 Honeywell Lane.**

**The publication of the proposed traffic restrictions fully complied with the statutory requirements. Notice was published in the Barnsley Chronicle, copies of the notice were posted on the affected roads, copies of the required documents were posted on the Council's website and were put on deposit at Barnsley Central Library and the statutory period for objections and representations was afforded**

**Parked vehicles on Honeywell Lane, close to the bridge, force travelling vehicles to miss the traffic signal-loop, which is built into the road surface and sometimes, vehicles have been found to be parked on the loop itself meaning it does not trigger for the next vehicle. This also interferes with the overhead detectors working efficiently. This led to a situation where neither the overhead detectors nor the loops were working effectively, meaning that the signals were not changing on demand but were instead on a fixed time change sequence resulting in unnecessary delays and frustration for motorists. The recently replaced traffic signals have had an additional stage added to aid pedestrian movements through the tunnel.**

**To enable the signals to operate efficiently, clear, uninterrupted detection is required on all approaches. This is because the new controller uses the timings and detection available to ensure the signals can move to the next stage as quickly as possible. This prevents delays to motorists and pedestrians and ensures we comply with Section 16 of the Traffic Management Act 2004 by facilitating the expeditious movement of traffic.**

**No individual has a legal right to park on the public highway outside their property. Essentially, the purpose of the public highway is to facilitate the passage of traffic and should not be relied on as a parking area.**

**There are 16000+ blue badge holders within the Barnsley Borough. Barnsley Council only provides designated Blue Badge parking on streets within the Town Centre and some of its townships, to ensure the public can access public facilities such as shops banks etc. There is also designated disabled parking spaces in in the majority of Council operated car parks. It is possible to provide disabled parking bays for specific individuals to use. A blue badge holder enjoys certain concessions where waiting restrictions are in place in any event.**

**The proposed restrictions are designed to prevent obstructive parking to facilitate safe traffic movements for both vehicles and pedestrians, with gaps being incorporated in the proposed restrictions where possible to accommodate some on-street parking.**

**The budget for residents parking was removed by a Council Cabinet decision in 2007/08 and no new schemes have been progressed since then.**

## Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative ' - '	Positive ' + '	No impact	Don't know	Details
Sex			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Age			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, Invisible illness, Mental Health etc</i>	X				The introduction of the proposed waiting restrictions may result in slightly increased distances for disabled residents to access the private vehicles but there is ample parking space available.
Race			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Religion & Belief			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Sexual orientation			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Gender Reassignment			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Marriage / civil partnership			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Pregnancy / maternity	X				The introduction of the proposed waiting restrictions may result in slightly increased distances for pregnant residents to access the private vehicles but there is ample parking space available.

### Other groups you may want to consider

	Negative	Positive	No impact	Don't know	Details
Ex services			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.

Lower socio-economic			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.
Other ...			X		The introduction of the proposed waiting restrictions is unlikely to have an impact.

**Stage 6 - BMBC Minimum access standards**

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at [link](#)).  
If not, move to Stage 7.

Not yet live

Please use the action plan to ensure that the new service is designed to be taken to ensure disabled people can provide reasonable adjustments for

- The proposal will meet the minimum access standards.
- The proposal will not meet the minimum access standards. –provide rationale below.

**Stage 7 – Action plan**

**To improve your knowledge about the equality impact . . .**

Actions could include community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date

**To improve or mitigate the equality impact . . .**

Actions could include altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Feed the results of the EIA into the Options Appraisal.	Darren Storr	12/07/2021

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**To meet the minimum access standards . . .(if relevant)**

Actions could include running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Completion date
<b>Not yet live</b>	

**Stage 8 – Assessment findings**

Please summarise how different protected groups are likely to be affected

<b>Summary of equality impact</b>	<p><b>Disability:</b></p> <ul style="list-style-type: none"> <li>Disabled, or those with mobility issues may have slightly increased distance to get to their parked private vehicles;</li> </ul> <p><b>Pregnancy/maternity:</b></p> <ul style="list-style-type: none"> <li>Pregnant people may have slightly increased distance to get to their parked private vehicles;</li> </ul>
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<b>Summary of next steps</b>	Submit EIA to DMT for approval to proceed with scheme as originally designed.
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<b>Signature (officer responsible for EIA) Date</b>	Darren Storr 12/07/2021.
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**\*\* EIA now complete \*\***

**Stage 9 – Assessment Review**

**(This is the post implementation review of the EIA based on date in Stage 1 if**

applicable)

What information did you obtain and what does that tell us about equality of outcomes for different groups?



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