



## CABINET REPORT

**REPORT OF:** EXECUTIVE DIRECTOR - GROWTH & SUSTAINABILITY

**TITLE:** Armroyd Lane, Elsecar – Proposed Traffic Regulation Order.

<b>REPORT TO:</b>	<b>CABINET</b>
<b>Date of Meeting</b>	<b>6<sup>th</sup> of September 2023</b>
<b>Cabinet Member Portfolio</b>	<b>Environment and Highways</b>
<b>Key Decision</b>	<b>No</b>
<b>Public or Private</b>	<b>Public</b>

### **Purpose of report**

To consider 77 objections received to the proposed changes to waiting restrictions on parts of both sides of Armroyd Lane in Elsecar which were published for public consultation in February 2023.

### **Council Plan priority**

The scheme supports the Council Plan Priority: Sustainable

### **Recommendations**

That Cabinet: -

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Waiting at Any Time' restrictions on parts of both sides of Armroyd Lane as described in this report and shown on the plan attached at Appendix 2;
2. Authorises the Head of Highways and Engineering to arrange for the amended proposals to be published and any objections or representations

received which cannot be resolved be reported back to Cabinet for consideration;

3. In the event no objections are received the Head of Highways and Engineering and the Head of Legal be authorised to make and implement a Traffic Regulation Order to bring the restrictions into effect.

## 1 INTRODUCTION

In February 2023 the Council published proposals to remove the existing double yellow lines (No Waiting at Any Time restrictions) on the south-east side of Armroyd Lane at Elsecar, between the Sports Hall to a point just before the Unnamed access Lane to Elsecar Park; and to prohibit vehicles waiting at any time on the north-western side of Armroyd Lane from the junction of Fitzwilliam Street for a distance of 472 metres in a south westerly direction (just beyond No. 59 Armroyd Lane) and on the south-eastern side on either side of the unnamed access lane to Elsecar Park. The original scheme was approved via Officer Delegated Report dated 22 August 2022 which is attached at **Appendix 1**. This explains the proposals in detail and the reasons for the changes.

During the public consultation period, 77 objections were received which have been considered and assessed and it has been determined that the extents of the proposed restrictions require to be changed in order to address many of the concerns raised.

A summary of the objections and representations received and the Traffic Officer's comments in response are set out in **Appendix 3** of this report.

## 2 PROPOSAL

It is proposed to retain the proposed No waiting at any time restrictions on the northern side of Armroyd Lane as originally published and to extend the existing No waiting at any time restrictions on the southern side of Armroyd Lane up to its junction with Fitzwilliam Street and, for a further 15 metres (total of 20 metres) west of the driveway to the Old Vicarage. The proposed amended restrictions are shown on the plan attached at **Appendix 2**

The proposed additional waiting restrictions are considered appropriate to address many of the concerns expressed by the objectors.

## 3 IMPLICATIONS OF THE DECISION

### 3.1 Financial and Risk

A representative of the Director of finance (S151 officer) has been consulted on the financial implications of this report.

The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and is to be funded out of the 'Road Safety Budget'.

### 3.2 Legal

The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

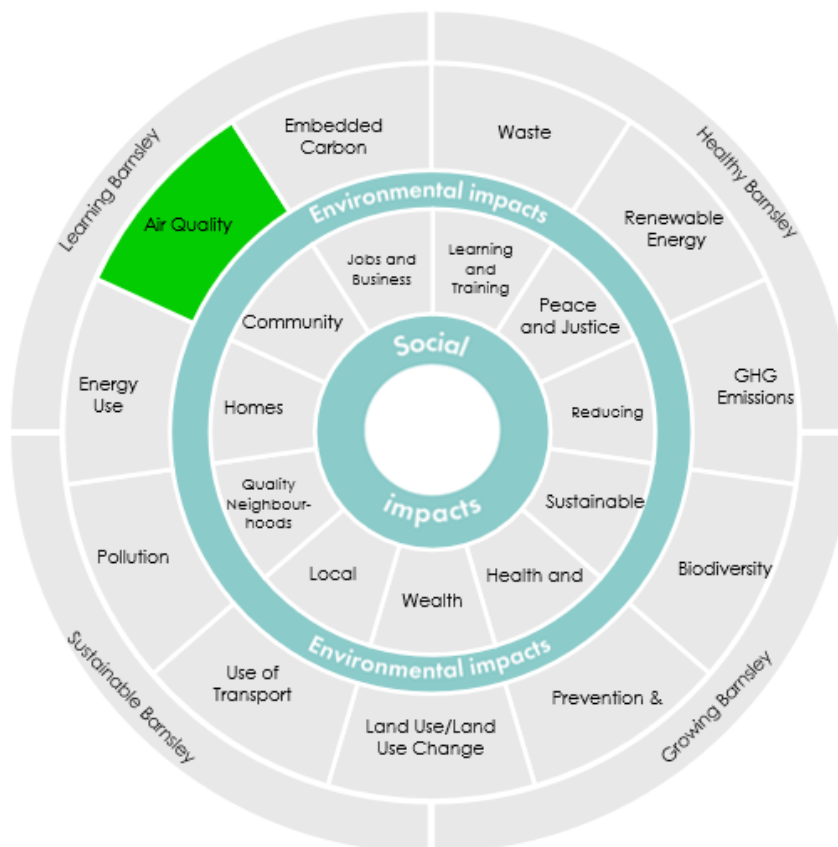
In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) 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 traffic restrictions proposed will achieve those objectives.

### 3.3 Equality

Full Equality Impact Assessment completed (see appendix 4)

### 3.4 Sustainability

Reduced traffic congestion has a positive effect of minimising risks of air pollution.



### **3.5 Employee**

Existing employees in the Highways and Engineering Service have undertaken all design, consultation and implementation work. Head of Legal Services will undertake all legal work associated with the TRO. Parking Services have also been consulted over the enforcement of the restrictions.

### **3.6 Communications**

The proposal will be advertised to the public by publishing a notice in the public notices section of the Barnsley Chronicle, and putting copies of the notice on lamp columns on the affected road. Documents will also be available to view at the Library at the Lightbox and the local branch library in the locality of the proposal.

## **4 CONSULTATION**

The Local Ward Members, Area Manager, Emergency services, BMBC Parking Enforcement, SYMCA have been consulted and no objections have been received.

## **5 ALTERNATIVE OPTIONS CONSIDERED**

Other measures, both engineering and regulatory, were considered. These included barriers, bollards, kerb buildouts and restricted vehicle access. However, these measures are all considered to be both too impactful on other road users and residents and cost prohibitive in the circumstances.

## **6 REASONS FOR RECOMMENDATIONS**

The amended proposal is regarded as the most appropriate option to address the objectors concerns while improving the traffic flow and access issues by deterring and preventing inconsiderate and obstructive parking.

## **7 GLOSSARY**

**Traffic Regulation Order (TRO)** – An order made pursuant to the Road Traffic Regulation Act 1984 to enable traffic restrictions to be enforced.

## **8 LIST OF APPENDICES**

Appendix 1: Officer Delegated Report dated 22<sup>nd</sup> of August 2022  
Appendix 2: Armroyd Lane, Elsecar – Amended proposal plan  
Appendix 3: Summary of Objections and Traffic Officers comments in response  
Appendix 4: Equality Impact Assessment Report

## **9 BACKGROUND PAPERS**

**Project file – Ref 4226**

If you would like to inspect background papers for this report, please email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk) so that appropriate arrangements can be made.

## 10 REPORT SIGN OFF

<b>Financial consultation &amp; sign off</b>	Senior Financial Services officer consulted and date  <i>Ashley Gray – Strategic Finance Business Partner – 22/08/23</i>  <i>This box must be signed to confirm that there are no financial implications. Alternatively, a signed Appendix A outlining the financial implications is required.</i>
<b>Legal consultation &amp; sign off</b>	Legal Services officer consulted and date  CHERYL REDFORD Senior Legal Officer  <b>22<sup>nd</sup> August 2023</b>

**Report Author:** Nothando Mthunzi  
**Post:** Highways and Traffic Engineer  
**Date:** 22 August 2023

**Appendix 1 – Officer Delegated Report dated 22 August 2022**

**Appendix 2 – Plan of Proposed Amended Restrictions**

**Details of Objections Received**

During the public consultation period a number of objections were received. The main concerns are listed below along with Traffic Officers comments in response in **bold**.

Moving the double yellow lines will not change anything, the double yellow lines should be on both sides of the road.

The proposal will result in some residents being unable to exit or enter their properties safely. They request yellow lines on both sides of the lane and limited marked parking bays for residents/permit holders only on one side.

The proposal will transfer the current problems from one side of the road to the other and at the same time heightening the safety risks.

**Letter with 60 signatures** – objectors are opposing the removal of double yellow lines from the South-eastern side as it will restrict visibility for vehicles leaving and entering the two car parks. The introduction of yellow lines on the north-western side of Armroyd Lane is welcomed but they want parking restrictions on both sides of the road.

Several residents have complained about the lack of speed signs and many drivers are speeding. They strongly believe that some of these drivers think that Armroyd Lane has a national speed limit of 60mph particularly those travelling from Broadcarr Road down the lane and may not be their fault as there is no signage whatsoever.

**Traffic Officer Responses: The objectors concerns have merit and it is considered that the extents of the proposed restrictions should be extended, which is anticipated will address the concerns that have been raised.**

**Barnsley Council is not responsible for providing on street parking facilities for residents, visitors, district nurses etc. but it is responsible for maintaining a safe highway network.**

**Loading and unloading is permissible on double yellow lines provided it does not cause an obstruction.**

**Regarding a request for residents Parking Permit System, Barnsley Council no longer considers these requests as the budget was removed during tax year 2007/2008.**

**The proposed parking restrictions will be amended to cover up to number 59 to protect residents' driveways from obstruction and to maintain clear visibility.**

**Armroyd Lane is a 30-mph speed limit 'restricted road' by virtue of the presence of a system of street lighting and therefore, speed signs are not permitted. Motorists should be aware that they are in a 30-mph area because the streetlights are 200 yards apart and the area is built-up.**

**Equality Impact Assessment**

Introduction of “No Waiting at Any Time” restrictions on Armroyd Lane in Elsecar, Barnsley

**Stage 1 Details of the proposal**

**Name of service**

Growth and Sustainability

**Directorate**

Environment and Transport

**Name of officer responsible for EIA**

Nothando Mthunzi

**Name of senior sponsor**

Damon Brown

**Description / purpose of proposal**

The purpose of the proposal is to:

- To address the illegal and dangerous parking practices which obstruct and block sections of Armroyd Lane.
- Prevent parking on the public footways along the section of Armroyd Lane, and;
- Improve and maintain the free flow of all traffic by maintaining a road width sufficient for large vehicles to be able to pass each other freely.

**Date EIA started**

10/08/2023

**Assessment Review date**

10/08/2023

**Stage 2 - About the proposal**

**What is being proposed?**

In order to address many of the comments and concerns submitted during the original public consultation process, it is proposed to introduce additional parking restrictions along parts of the southern side of Armroyd lane to link in and extend the existing parking restrictions.



**Why is the proposal required?**

The proposal is required to address the current levels of risk, inconsiderate and obstructive parking evident in Armroyd Lane.

**What will this proposal mean for customers?**

The restrictions will address inconsiderate and obstructive parking, and the overall safety of all road users.

There will be loss of on-street parking space along Armroyd Lane. This cannot be avoided due to the nature, width, and layout of the road.

Deliveries/Goods vehicles and the public will still be able to load/unload goods outside properties within the statutory restrictions proposed.

**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)

NO

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

**Data: Generic demographics**

What generic data do you know?

N/A

**Data: Service data / feedback**

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

N/A

**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 between the 10th of February 2023 and the 10<sup>th</sup> of March 2023. The proposal was advertised on site, local newspaper, central library (Lightbox) and council website. 77 objections were received, and majority of the objectors opposed the removal of the existing restrictions for the following reasons:

- Ingress and egress to the Cricket Club will be dangerous.
- Parked vehicles will narrow the foot path and the road.
- The proposal will shift the problem to the other side of the road.
- Removal of existing restriction will endanger the safety of people during Cricket match.
- Blocked sight lines.
- Delivery trucks will not have sufficient turning space to achieve maneuvers.

Residents and Cricket Club members requested the restrictions to be on both sides of Armroyd Lane.

Due to several objections and disaffection to the proposal received during formal consultation the scheme has been amended to address concerns that have been raised.

### 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		No adverse impact anticipated
Age			x		No adverse impact anticipated
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People, invisible illness, Mental</i>			x		No adverse impact anticipated

Health etc					
Race			x		No adverse impact anticipated
Religion & Belief			x		No adverse impact anticipated
Sexual orientation			x		No adverse impact anticipated
Gender Reassignment			x		No adverse impact anticipated
Marriage / civil partnership			x		No adverse impact anticipated
Pregnancy / maternity			x		No adverse impact anticipated

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services			x		No adverse impact anticipated
Lower socio-economic			x		No adverse impact anticipated
Other ...			x		No adverse impact anticipated

**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 )

If not, move to Stage 7.

Please use the action plan to ensure the new service complies with the requirements for disabled people.

Not yet live

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

**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 M action plan, etc.

Action we will take:	Lead Officer	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>	No adverse impact has been identified
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<b>Summary of next steps</b>	Feed the results of the EIA into the options appraisal for the proposed waiting restrictions on Armroyd Lane.
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<b>Signature (officer responsible for EIA) Date</b>	
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**\*\* EIA now complete \*\***

<b>Stage 9 – Assessment Review</b>
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**(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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