



## CABINET REPORT

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

**TITLE:** A629 Halifax Road in Penistone – Proposed  
50mph Speed Limit.

<b>REPORT TO:</b>	<b>CABINET</b>
<b>Date of Meeting</b>	<b>18 October 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 one (1) objection received during Public Consultation of the proposal to introduce a 50mph speed limit on A629 Halifax Road.

### **Council Plan priority**

The scheme supports the Council Plan Priority: Sustainable

### **Recommendations**

That Cabinet: -

- 1** Agrees that the objection received be rejected for the reasons detailed in this report and the objector be informed accordingly.
- 2** Authorise the Head of Highways and Engineering and the Head of Legal Services to make and implement The Traffic Regulation Order to introduce 50mph speed limit on A629 Halifax Road as originally published.

## **1 INTRODUCTION**

On the 24<sup>th</sup> of March 2023 the council published a proposal to introduce a 50mph speed limit on A629 Halifax Road. The proposal was authorised by the Head of Highways & Engineering via Officer delegated report dated 19<sup>th</sup> August 2022, a copy of which is attached at Appendix 1. This explains the proposal in detail and the reasons for their requirement.

During public consultation period, one (1) objection was received which has been considered and assessed. A summary of the objection received and the Traffic Officer's comments in response are set out in Appendix 2.

## **2 PROPOSAL**

The purpose of this report is to consider the objection received and decide whether to accept the officer recommendation to implement the Speed Limit Order as originally advertised.

## **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 implication of this report.

The costs of implementing the TRO are estimated at £7,500 and are being wholly funded by the developer, therefore no cost to the Council.

### **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 will also be responsible for the implementation of the scheme. Head of Legal Services will undertake all legal work associated with the TRO. South Yorkshire Police have been consulted over the enforcement of the speed limit.

### 3.6 Communications

The objector will be informed of the Cabinet decision accordingly.

#### **4. CONSULTATION**

The Local Ward Members, Area Manager, Emergency services, and SYMCA have been consulted at publication stage and no objections have been received.

#### **5. ALTERNATIVE OPTIONS CONSIDERED**

The planning consent was specific to investigating ways of managing vehicle speeds on the A629 Halifax Road. Alternative measures, including physical engineering features – traffic islands, a roundabout, road narrowing and raised surfacing were all considered to impact on vehicles speeds and traffic flows.

Considering the results of the speed surveys, reducing the speed limit was the most appropriate and proportionate option.

#### **6. REASONS FOR RECOMMENDATIONS**

The grounds of the objection have been fully considered and assessed but they do not raise any issues that would warrant the proposed Speed Limit Order to be changed or abandoned.

The proposals are regarded as the best and most appropriate option to meet all the reported issues and address the complaints received.

#### **7. GLOSSARY**

**Traffic Regulation Order (TRO)** – *It is a legal document that restrict or prohibit the use of the highway network, in line with The Road Traffic Regulation Act 1984*

**Speed Limit Order (SLO)**– *is used to create speed limits on various roads and lengths of the road.*

#### **8. LIST OF APPENDICES**

Appendix 1: Officer Delegated Report dated 19<sup>th</sup> of August 2022

Appendix 2 – Plan showing the proposed speed limit.

Appendix 3: Summary of Objections and Officers comments in response

Appendix 4: Equality Impact Assessment Report

#### **9. BACKGROUND PAPERS**

**File ref: 4225**

## 9. BACKGROUND PAPERS

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  <b>Ashley Gray – Strategic Finance Business Partner 07/09/23</b>
<b>Legal consultation &amp; sign off</b>	Legal Services officer consulted and date  <b>Cheryl Redford 6 September 2023</b>

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**Post:** Highways and Traffic Engineer  
**Date:** 4<sup>th</sup> of September 2023