

Record of Decision of the 'Head of Highways and Engineering' for:

A629 HALIFAX ROAD, Hoylandswaine, Barnsley.

Proposed 50mph Speed Limit.

Subject

BMBC has granted planning consent for a new housing development on land south of the A629 Halifax Road and west of Well House Lane, Penistone.

A planning condition of the new development was to investigate ways of managing vehicle speeds along the A629 in the vicinity of the new housing development.

A review of the current National Speed Limit on the A629 Halifax Road between Hoylandswaine Roundabout and Ingbirchworth was undertaken to assess the speeds of traffic approaching and passing the development, including around a new access junction constructed for the development.

The result of the review has shown that it is possible to reduce the current speed limit to a more appropriate level without adversely affecting traffic flow and will have little or no noticeable impact on the travelling public.

Authority

Part 3 Paragraph 20(b) Delegations to Officers: After consultation with Local Members and the relevant Parish Council, to arrange for the publication of Traffic Regulation Orders requiring the enforcement of traffic control measures and, subject to no objections being received, to make the Orders and implement the restrictions.

Decision Taken

The proposals to be advertised and any objections to be the subject of a report to Cabinet. If there are no objections the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Order.

**Financial Consultation/
Consideration)**

**Maqbool Ahamed -
Acting Strategic Finance Manager, on behalf
of Service Director (S151) Officer:**

Signature: _____

Date: __19/08/2022_____

Date of Decision:

Damon Brown – Network Manager:

Signature: _____

Date: __19/08/2022_____

Date Approved:

Ian Wilson - Head of Highways & Engineering:

Signature: _____

Date: __19/08/2022_____

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

A629 HALIFAX ROAD, Hoylandswaine, Barnsley.

Proposed 50mph Speed Limit.

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to advertise and implement a Traffic Regulation Order (TRO) necessary to introduce a new 50mph speed limit on the A629 Halifax Road between Hoylandswaine Roundabout and a point 40 meters north-west of its junction with Huddersfield Road, Penistone, a distance of 2260 meters.
- 1.2 The purpose of the proposed TRO is to reduce the current 'National Speed Limit' on the approach to, and past, a new housing development access junction located on the southern side of Halifax Road.

2. Recommendation

It is recommended that:

- 2.1 **The Head of Legal Services be authorised to publish the proposed restriction on the A629 Halifax Road, as described in this report and shown on the plan at Appendix 1.**
- 2.2 **Any objections be subject of a further report to Cabinet.**
- 2.3 **If there are no objections, the Head of Highways & Engineering and the Head of Legal Services be authorised to make and implement the Traffic Regulation Order.**

3. Introduction

- 3.1 BMBC has granted planning consent for a new housing development on land south of the A629 Halifax Road and west of Well House Lane, Penistone.
- 3.2 A planning condition of the new development was to investigate ways of managing vehicle speeds along the A629 in the vicinity of the new housing development.
- 3.3 A review of the current National Speed Limit on the A629 Halifax Road between Hoylandswaine Roundabout and Ingbirchworth was undertaken to

assess the speeds of traffic approaching and passing the development, including around a new access junction constructed for the development.

- 3.4 The result of the review, which includes 2 speed surveys, shows that the '85%ile speed' of traffic is at or below 52 mph (in a National Speed Limit) through this section of Halifax Road. (*'85%ile speed' – the speed at which 85% of all traffic is travelling*).
- 3.5 This shows that it is possible to reduce the current speed limit to a more appropriate level without adversely affecting traffic flow and will have little or no noticeable impact on the travelling public

4. Proposal and Justification

- 4.1 To introduce a new 50mph speed limit for the A629 Halifax Road between its junction with Hoylandswaine Roundabout, and a point 40 meters north-west of its junction with Huddersfield Road, Penistone.
- 4.2 As the result of recent speed surveys shows that the 85%ile speed of traffic is 52mph and below, it is appropriate and proportionate to reduce the speed limit to 50mph.
- 4.3 As the current road infrastructure and new access junction to the housing development is designed and constructed to 'National Speed Limit' standards, they're safety will be further enhanced with a lower speed limit – increased visibility splays, road width, lining and signage.
- 4.4 The proposal is regarded as the best and most appropriate option in response to the planning condition to assess and investigate ways to manage vehicle speeds in the vicinity of the new development.

5. Consideration of Alternative Proposals

- 5.1 The planning consent was specific to investigating ways of managing vehicle speeds on the A629. Alternative measures, including physical engineering features – traffic islands, roundabout, road narrowing and raised surfacing were all considered to be impactful on vehicles and traffic flows.
- 5.2 Considering the results of the speed surveys, reducing the speed limit was the most appropriate and proportionate option.

6. Impact on Local People

- 6.1 The speed surveys show that reducing the speed limit to 50mph will have little or no effect on the travelling public and local residents. The new speed limit will be more appropriate and improve the safety level of the whole road environment.
- 6.2 There is also several residential property accesses and side roads on this section of the A629 Halifax Road; a speed reduction would improve both visibility and manoeuvring of vehicles in and out of these junctions.

7. Financial Implications

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,500 and are being funded by the developer.

8. Legal Implications

- 8.1 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.

- The A629 Halifax Road (section as specified) has been assessed and a lower and more appropriate and proportionate speed limit is possible with little or no impact on the public and road users. This will govern traffic to a more appropriate speed in the circumstances to take account of the new junction.

- 8.2 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 traffic restrictions proposed will achieve those objectives.

- The review, including the 2 speed surveys, have shown that the vast majority of traffic will experience little or no noticeable impact in traffic flow or increased journey times with the proposed 50mph speed limit. The lower limit will, however, improve visibility and reaction times for driver's assessing the road ahead.

- There is no public parking affected by this proposed speed limit reduction.

9. Consultations

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

10. Risk Management Issues

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Head of Legal Services has	Low

	developed a sequential test to consider the effects of the Human Rights Act which are followed.	
2. Legal challenge to the decision to make the TRO.	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

11. Compatibility with European Convention on Human Rights

- 11.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

12. List of Appendices

- Appendix 1 – Plan showing the proposed restriction.

13. Background Papers

- 13.1 Project file – 4225

Officer Contact: Traffic Unit.

Date: August 2022