

Name of meeting: Cabinet Committee - Local Issues

Date: 24th February 2022

Title of report: Traffic Regulation (Speed Limit)(no. 110) Order 2021 -
 Objection to the proposed extension to the 30mph speed limit
 on Cumberworth Road and Ponker Lane Skelmanthorpe

Purpose of report: To consider one objection received to: 30mph extension
 Cumberworth Road, Skelmanthorpe

Key Decision - Is it likely to result in spending or saving £250k or more, or to have a significant effect on two or more electoral wards?	No
Key Decision - Is it in the Council's Forward Plan (key decisions and private reports?)	No
The Decision - Is it eligible for call in by Scrutiny?	Yes
Date signed off by <u>Strategic Director</u> & name	Colin Parr – 09/02/2022
Is it also signed off by the Service Director Finance?	Eamonn Croston – 31/01/2022
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 4/02/2022
Cabinet member portfolio	Councillor Naheed Mather

Electoral wards affected: Denby Dale

Ward councillors consulted: Yes

Public or private: Public

Has GDPR been considered: Yes

1. Summary

To consider objection received in response to the public advertisement of the traffic regulation order for changes to the 30mph and national speed limit on Cumberworth Road/Ponker Lane, Skelmanthorpe.

2. Information required to take a decision

- 2.1 Planning permission was granted, in July 2020, for the erection of 190 dwellings and associated landscaping and infrastructure at Land to the north of Cumberworth Road, Skelmanthorpe.
- 2.2 The planning condition no. 26 states “Before any dwelling is occupied a detailed scheme for the provision of the new relocation of the 30mph speed limit and any additional traffic calming provision shall be submitted to and approved in writing by the Local Planning Authority. The scheme shall demonstrate that a suitable, satisfactory arrangement can be provided and include all necessary aspects of public consultation and review. Prior to first occupation, the statutory advertisement of the works shall have been completed and the means by which any objections to the Speed Limit Order can be overcome, agreed.” These works, along with other off site highway works, including a traffic calming scheme, are to be delivered as part of a Section 278 agreement, between the Council and the developer.
- 2.3 Originally it was believed the 30mph speed limit could be moved without the creation of a new traffic regulation order, as there is a system of streetlighting beyond the current position of the speed limit, so only the traffic calming element required advertising. We have since determined that, for clarity, to formally advertise the changes to the speed limit.
- 2.4 The speed limit change proposals, are shown on drawing TF.10.200.240, (attached to this report) were formally advertised between 16 November 21 and 14 December 21, and during that period one objection was received.

Objection : I am writing to express my concerns in relation to the proposals made in the above TRO. When I saw restrictions were being changed I welcomed them and then I looked at the proposed plans in detail and would like to register my views/objections.

Current 30mph restrictions are not adhered to AT ALL. I appreciate supposed speed surveys have been carried out in the past and can assure you on the days/times carried out they are not a true representation and reflection of the actual activity up and down this road on a daily basis. I rarely see any transport (buses excepted) that drive within the speed limit. Most drivers are aware of the 60mph speed limit further up the road and often are well in excess of this speed by the time they pass my house coming from Huddersfield Road direction and do not reduce their speed when coming from Ponker Lane towards the village. Moving the speed limit 230m further up will not change this. It is a long road which is constantly viewed as some kind of speed track.

You can impose as many speed restrictions as you like but without any form of monitoring/enforcing, they will continue to be dangerously ignored. I live on the main road and when trying to bring my car onto the road (which is often blocked with parked cars), onto a main road is hazardous enough at a supposed 30mph. I am often not able to safely do so when cars consistently come up and down the road at dangerous

speeds, often taking a matter of only 3 or 4 seconds from where the current restriction comes into effect to reach me. Which does not give anyone enough time to stop. It is beyond frightening coming out of my driveway when trying to negotiate the high speed of vehicles approaching from both directions.

I would be grateful if you could please quantify for me what 'impose' means. Putting a sign up is not imposing anything, it is merely informing and is subsequently viewed by motorists as guidance only unfortunately.

I welcome restrictions if you can assure me they will be enforced which I suspect is not the case. Having a 60mph speed limit on any part of Cumberworth Road/Ponker Lane is not necessary, not required and in actuality very dangerous. The 'pavement' that exists in the 60mph speed limit is only a thin piece of the road which is a supposed pavement as a painted white line 'separates' it from the actual road. Many pedestrians walking up this 'pavement' are hampered by overgrown hedgerows or others walking in the opposite direction and have to step out onto the road. I am aware of many near miss situations where cars have swerved to avoid walkers into the path of oncoming cars. The views of the driver swerving are hampered by hills on the route into Skelmanthorpe and they are unable to see oncoming cars. I know this from personal experience of driving up this road on a daily basis. I have on occasion had to either swerve or actually come to a stop if I spotted an oncoming car as there is nowhere for either me or the pedestrians to go. This in itself is not safe when the road is 60mph. This is a serious if not fatal accident already waiting to happen and the likelihood of an increase of this happening when the new estate is built is huge with the addition to the immediate population. Maybe we should hope for fatalities as then we have the legitimate right to ask for speed cameras as I understand to be the case.

I urge you to reconsider your proposals to increase the 30mph restrictions to the full length of the road – right down to where Ponker Lane meets Shelley Woodhouse. If you continue with the current proposals as I have understood them to be, at least have the courtesy of putting some monitoring/enforcing of these restrictions in place otherwise you will be (as I suspect is the case) just paying lip service to tick the box of the developers involved in the planning permission of the new build development which is neither use nor ornament to the situation as it exists and a waste of tax payers' money. Please put this money to good use in making the road a safer place for all who live, walk, drive, cycle round here.

In response:

The extension of the 30mph further out of the village by a distance of 100m is to specifically move the start of the speed limit to an appropriate point before the new access road into the housing development. The position of the new speed limit change will be just outside the built-up area and will be the transition point between a rural road and the village.

The remainder of Ponker Lane is, and is intended to remain, national speed limit and under Department for Transport guidance – Setting Local Speed Limits - 01/2013, this is the appropriate speed limit for a road of this nature.

The repositioning of the speed limit 100m further out of the village is also supported by the installation of a series of flat-topped road humps on Cumberworth Road as it heads to the middle of the village. These are part of the planning conditions for, and funded by the housing development, and will help in controlling vehicle speeds in and

out of the village on Cumberworth Road. A report was brought to this Committee in October 2021, after receiving two objections, and the installation of the road humps were approved.

Any enforcement of the speed limit would be a matter for West Yorkshire Police. A speed survey undertaken on Cumberworth Road in 2018, which was a 7 day, 24 hr count automatic traffic survey, had average vehicle speeds of 27.1mph and 85th percentile speeds of 33.5mph, and this is before the installation of flat-topped road humps.

3. Implications for the Council

3.1 **Working with people** - The proposed works are considered necessary to meet the requirements of the planning conditions

3.2 **Working with Partners** – Not applicable

3.3 **Place based Working** – Not applicable

3.4 **Climate Change and Air Quality** – These proposals will not have a detrimental impact on Air Quality or Climate Change.

3.5 **Improving outcomes for children**- No change

3.6 Other implications (HR/Legal/Financial etc)

There is a cost to the Council of £5,554.00 to process the necessary legal Traffic Regulation Order and this has been funded by the developer. The developer will also pay for the signing changes if the traffic regulation order progresses.

4. Consultees and their opinions

Statutory consultees were consulted on these proposals in February 2021 with no comments received from the statutory consultees.

5. Next steps and timelines

Cabinet Committee Local Issues to consider the objection raised during the formal advertising period for the extension to the 30mph and consequent changes to the start point of the national speed limit

If Cabinet Committee Local Issues chooses to overrule the objection received the scheme will be implemented as advertised.

If Cabinet Committee choose to uphold the objection, then the speed limit cannot be repositioned in relation to the new development access and the developer will be informed.

6. Officer recommendations and reasons

The proposed extension to the 30mph is to facilitate the safe operation of the access to the new housing development site, and to ensure that it is located within a suitable distance beyond the start of the 30mph.

For these reasons, the Officer recommendation is that the objection to the extension be overruled, and the proposals are implemented as advertised.

7. Cabinet portfolio holder's recommendations

The Cabinet Portfolio Holder Councillor Mather supports the Officer recommendation.

8. Contact officer

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9. Service Director responsible

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