

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director, Growth and Sustainability.

TITLE: Station Road and Woolley Colliery Road: Introduction of prohibition of motor vehicles and prohibition of waiting at any time.

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| REPORT TO: | CABINET |
| Date of Meeting | 5 October 2022 |
| Cabinet Member Portfolio | Environment and Highways |
| Key Decision | No |
| Public or Private | Public |

Purpose of report

To reject the objections submitted, approve the Objection Report, and seek Cabinet approval to authorise the Head of Highways and Engineering and the Legal Services Director and Solicitor to the Council to make and implement a Traffic Regulation Order (TRO) necessary to introduce restrictions on Station Road and Wolley Colliery Road, Darton, Barnsley.

Council Plan priority

This scheme meets the following priorities:

- Healthy Barnsley
- Sustainable Barnsley

Recommendations

That Cabinet:-

1. Overrule the objections received for the reasons set out in this report, and ensure objectors are informed accordingly; and
2. Authorise the head of Highways and Engineering and the Executive Director of Core Services and Solicitor to the council to make and implement the Traffic Regulation Order (TRO) as originally published.

1. INTRODUCTION

- 1.1** As part of the ongoing Active Travel schemes around the borough, Darton Station was identified as requiring access improvement. It was proposed to close the underpass between Mill Lane and Station Road / Woolley Colliery Road to vehicles, allowing a new footway to be constructed, linking both platforms and providing a safer route for pedestrians travelling from Woolley to Darton.

The existing underpass is a single-track route, only passable by one vehicle at a time which operates on a voluntary 'give-and-take' for vehicles at either end. The tunnel is not suitable for large vehicles which has caused issues on Mill Lane when larger vehicles, relying on Satellite Navigation, have damaged property when attempting to turn around and exit Mill Lane. For passengers using the Railway Station, the tunnel is the fastest way to move between platforms as there is no track overbridge facility. The narrow width of the tunnel means passengers share the narrow road with live traffic.

Construction of the new footpath linking the platforms will reduce the width of the carriageway, reducing space for vehicles to manoeuvre around parked cars. As part of an active bus route (no. 93) it was essential that the area be kept clear of extraneous parking to maintain the free flow of traffic. The restrictions are shown at appendix 2.

A public consultation was held on the 16th of June which was attended by several local members from Darton East and Darton West. Some concerns were raised regarding the entry / exit from Mill Lane. Since the consultation, this junction has been significantly revised and is included at Appendix 2, along with images showing the proposed visibility improvements, see Appendix 3.

Consequently, further meetings were held on 14/07/22, in which the local members supported the proposals.

The proposals were published in June 2022 and 3 objections were received.

2. PROPOSAL

- 2.1** It is proposed to implement the TRO as originally advertised as shown on the Plan at Appendix 1:-
- Introducing a 'prohibition of waiting at any time' restriction on Station Road / Woolley Colliery Road from a point 70 metres northwest of its junction with the Station Road cul-de-sac (leading to 17-27) to a point 15 metres north of Fountain Close. This will ensure the bus service is not delayed due to parked vehicles, and visibility for Fountain Close is protected.

- Introduce a 'prohibition of motor vehicles' to the underpass linking Mill Lane to Church Street. This will provide a safer route between platforms for pedestrians, cyclists and vulnerable users.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

The financial implications remain the same as previously reported.

3.2 Legal

The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO.

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 new restrictions will improve the free flow of traffic, reducing emissions and delays to the local bus service. Other roadside parking is available at the limits of the scheme. The prohibition of motor vehicles will encourage active travel in the area and link into other routes, creating a viable active travel network in the area.

3.3 Equality

Full Equality Impact Assessment completed at the outline business case stage for the physical works. Scheme will conform to Equalities Act 2010.

3.4 Sustainability

Decision-making wheel not completed – not appropriate in this case, restrictions required as part of works. However, the restrictions will promote active travel (improved bus route, better connectivity for cyclists / pedestrians) and the main works will involve the planting of trees to offset loss of grass verge.

3.5 Employee

No employee implications.

3.6 Communications

The scheme has been advertised in local media and on street lighting columns in line with all TROs undertaken by the authority. Additional consultation has been undertaken in the form of a public consultation at

Darton Lift Centre on 16th June. The cabinet decision relating to these proposals will be published on the council website.

4. CONSULTATION

No additional consultations are required, these having already been carried out at the publication stage. As a result of advertising the proposals there are 3 outstanding objections to consider. The main concerns raised are listed below along with the Head of Highways & Engineering's comments in response in **bold**.

- *(Location of objector: Woolley Colliery Road)* The Mill Lane junction is unsuitable for exiting onto Church Street, concerns over emergency situations, traffic approaching too fast from south to exit Mill Lane safely.
- *(Location of objector: Not stated)* The junction at Mill Lane is difficult to pull out of.
- *(Location of objector: Not stated)* The road closure will cause people to use Sackup Lane to access Darton Lane and onto Mill Lane. Opposed to restrictions on Station Road / Woolley Colliery Road as other bus routes have cars parked along them. Concerns regarding the Mill Lane exit.

Response: *The proposals will include reducing the carriageway width to 7.3 metres, which should lower vehicle speeds. This will also improve visibility at the junction (see appendix 3). The closure will be affected using removable bollards and signs, which can be removed quickly in case of a bridge strike etc. Restrictions are necessary to ensure the reliability of the bus service. Opportunities to improve bus routes are taken whenever the opportunity arises, regardless of situations elsewhere. Vehicles will not be forced to use Sackup Lane – they will use the Station Road junction near the bridge. New signs will direct traffic from other directions.*

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 Option 1 – Overrule the objections and proceed with the proposals as shown in Appendix 1. **This is the preferred option.**

Option 2 – Decline to introduce the proposals advertised, let the underpass remain accessible to vehicles and do not introduce waiting restrictions to Station Road / Woolley Colliery Road. This option is not recommended for the following reasons:

- It will not provide improvements to the station access, leading to the loss of the funding.
- The bus service will continue to negotiate around parked cars, leading to delays in service.
- It will not promote 'active travel', and will put car users first, in contravention of the council's stated 2030 priorities.

6. REASONS FOR RECOMMENDATIONS

- 6.1 These restrictions will allow the safe use of the tunnel by pedestrians, cyclists and other non-vehicular traffic, and passengers accessing train platforms.

The restrictions will also allow the tunnel to be better linked to the Railway Station via a new dedicated footway.

The restrictions will deter and prevent access by motor vehicles and prevent private property being damaged by large vehicles becoming stuck whilst using Satellite Navigation.

7. GLOSSARY

TRO - Traffic Regulation Order

8. LIST OF APPENDICES

Appendix 1 - Plan of proposed restrictions

Appendix 2 - Plan showing revised junction arrangement at Mill Lane / Church Street

Appendix 3 - Photographs showing visibility improvements at new junction arrangement.

9. BACKGROUND PAPERS

1. Traffic Team File

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

10. REPORT SIGN OFF

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| Financial consultation & sign off | Maqbool Ahmed, Acting Strategic Finance Manager <i>04/04/22</i> |
| Legal consultation & sign off | Cheryl Redford, Senior Legal Officer <i>28/05/22</i> |

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Post: Engineer
Date: 27/07/2022