

## BARNSELEY METROPOLITAN BOROUGH COUNCIL

**REPORT OF:** Executive Director Growth & Sustainability

**TITLE:** Bank End Road, Worsbrough – proposed access restrictions.

<b>REPORT TO:</b>	<b>CABINET</b>
<b>Date of Meeting</b>	<b>02/04/2025</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 a revised layout, an amended version of that which was advertised during public consultation, of the proposal to introduce access restrictions on Bank End Road, at its junction with Grove Street, Worsbrough.

### **Council Plan priority**

The scheme supports the Council Plan priority: Sustainability

### **Recommendations**

That Cabinet:-

1. Agrees that the revised proposal mitigates the common issue of vehicles making injudicious turns into and out of Grove Street, at its junction with Bank End Road, whilst not inhibiting safe access for residents, particularly during inclement weather.
2. Authorise the Head of Highways and Engineering and the Head of Legal Services to make and implement The Traffic Regulation Order to introduce waiting restrictions as per the revised layout.

## **1. INTRODUCTION**

On the 18<sup>th</sup> of October 2024 the council published a proposal to introduce access restrictions to Grove Street, at its junction with Bank End Road in Worsbrough. The proposal was authorised by the Head of Highways & Engineering via Officer Delegated Report dated 5<sup>th</sup> September 2024, a copy of which is attached at Appendix 1. This explains the proposal in detail and the reasons for its requirement. Also included at Appendix 1 is a plan showing the original proposed layout, on which the consultation was based.

The proposal was conceived due to the repeated instances of vehicles getting stuck at the junction that Grove Street forms with Bank End Road.

Drivers travelling south on the B6100, with the intended destination of Grove Street, or one of the roads accessed from it, are sometimes opting to do so via Bank End Road.

The angle between the roads and the difference in gradient, makes the left-turn manoeuvre extremely difficult. Many vehicles are becoming stuck, either on the wall between Bank End Road and Grove Street or are striking the wall to the south side of Grove Street. The same problem has also occurred due to vehicles turning right out of Grove Street, to travel east on Bank End Road.

The proposal as advertised was to implement one-way traffic on Grove Street, with traffic permitted to travel in a westerly direction only. This would prevent turning manoeuvres into Grove Street from Bank End Road. Additionally, it was proposed to ban right-turning manoeuvres for vehicles exiting Grove Street onto Bank End Road.

The suggested one-way section of Grove Street was to be the short length between its junction with Clarkson Street and Bank End Road. The section of Grove Street to the east of this point, between its junction with Clarkson Street and Pantry Hill was to remain unchanged, with two-way traffic permitted.

During the public consultation period, sixteen (16) objections were received from residents. The common theme of the objections was concern about vehicular access to Grove Street if the suggested one-way system were implemented, especially in inclement weather. If the one-way system were progressed, the only way for vehicles to reach Grove Street would be by either Clarkson Street or Pantry Hill, both of which are steep inclines and difficult to drive up in wintry conditions. Most residents did, however, express their support for a restriction on turning manoeuvres at the junction.

In response to these objections, a revised layout was proposed that bans left turns into the junction, and right turns out of the junction, whilst still permitting two-way traffic on Grove Street. A summary of the objections received is detailed in the objection report found at Appendix 2.

## **2. PROPOSAL**

The purpose of this report is to consider the objections received, the subsequent revised layout conceived and decide whether to accept the officer recommendation to implement the updated solution.

## **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 implementing the TRO are estimated at £7,500, to be funded from the cabinet agreed Highways programme via 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.

The Order would be substantially changed by the proposed modifications. Therefore, the authority should take appropriate steps to inform anyone likely to be affected by the changes of the same and give those people an opportunity to make any representations (this includes, but is not limited to, the objectors). Any representations which are received should be given due consideration by the authority.

### 3.3 Governance

The Council constitution provides in its terms of reference at Part 3 part c para 15(e) that if objections are received to a Traffic Regulation Order then such objections should be referred to the Cabinet for detailed consideration and determination, or to withdraw the Updated 2 October 2024 31 Traffic Regulation Order in appropriate cases.

### 3.4 Equality

Full Equality Impact Assessment completed – Appendix 4

### 3.5 Sustainability

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



### **3.6 Employee**

Existing employees in Highways and Engineering Services 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.

### **3.7 Communications**

The local ward members, area manager, emergency services, and SYMCA have been consulted at publication stage and no objections have been received.

## **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**

Both the layout on which the consultation was based, and the revised layout, for which this report seeks approval, focus on mitigating the likelihood of vehicles getting stuck at the junction that Grove Street forms with Bank End Road.

The issues were caused by vehicles either turning left into Grove Street from Bank End Road or turning right out of Grove Street to travel east on Bank End Road. As such, the measures considered are intended to prevent these manoeuvres.

The proposal to implement one-way traffic on Grove Street, with traffic permitted to travel in a westerly direction only, preventing turning manoeuvres into Grove Street from Bank End Road completely, was suggested in addition to the turning ban, to remove a potential conflict point. The section of Grove Street to the east of this point, between its junction with Clarkson Street and Pantry Hill was to remain unchanged, with two-way traffic permitted.

All of the objectors expressed consternation over the suggested one-way system, and the potential for difficulties with vehicular access during winter weather. Most objectors did though, express support for turning restrictions.

## **6. REASONS FOR RECOMMENDATIONS**

The revised layout, that restricts turning movements at the junction but still permits two-way traffic will reduce the likelihood of vehicles making injudicious manoeuvres at the junction, whilst not hindering vehicular access to Grove Street during inclement weather.

This is the solution for which numerous residents have expressed support.

## **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*

## 8. LIST OF APPENDICES

Appendix 1: Officer Delegated Report dated 5<sup>th</sup> of September 2024, including original proposed layout (as per consultation).

Appendix 2 – Objection Report

Appendix 3: Revised Layout

Appendix 4: Equality Impact Assessment Report

## 9. BACKGROUND PAPERS

4365 – Statement of Reasons

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 – 04/03/2025 – Strategic Finance Business Partner</i>
<b>Legal consultation &amp; sign off</b>	Legal Services officer consulted and date  <b>Rebecca Asquith – 13/03/2025 – Head of Legal Services</b>

**Report Author: Nathan Copley**  
**Post: Senior Engineer - Traffic**  
**Date: 24<sup>th</sup> February 2025**