

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

### **BANK END ROAD & GROVE STREET, Worsbrough, Barnsley**

#### **Proposed one way traffic and prohibition of turning.**

##### **Subject**

Bank End Road is a route through Worsbrough, running approximately east-west. It is approximately 900m in length between B6100 Ardsley Road/ Thicket Lane to the east and A61 Park Road to the west. Whilst running through a densely populated, residential area, very few properties front directly onto Bank End Road. The junction with Bank End Avenue to the north side of the road links to numerous residential streets. The settlement to the south of Bank End Road, whilst best accessed from High Street, can be accessed from Bank End Road via Grove Street. The junction with Grove Street is to the south side of Bank End Road.

Grove Street runs almost parallel to Bank End Road, with the junction between the two routes forming an acute angle. The western end of Grove Street, that interfaces with Bank End Road is very narrow – approximately 2.7m. A vehicle travelling west on Bank End Road must turn through approximately 335° to enter Grove Street. The difficulty of this manoeuvre is exacerbated by the steep gradient of Grove Street, descending sharply away from the junction.

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, as previously described, 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.

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

The one-way section of Grove Street is 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 is to remain unchanged, with two-way traffic permitted.

The proposals are regarded as the best and most appropriate solution to address the issues being experienced on Bank End Road, at its junction with Grove Street. The proposals will prevent the manoeuvres that often lead to vehicles getting stuck and causing damage. The proposal of one-way traffic out of the junction will remove a potential conflict point on a very narrow section of Grove Street.

**Authority**

*Part 3 Paragraph 15(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 Legal Service Director and Solicitor to the Council be authorised to make and implement the Orders.

**Financial Consultation/  
Consideration)**

**Ashley Gray -  
Strategic Finance Business Partner, on behalf  
of Service Director (S151) Officer:**



Signature: \_\_\_\_\_

Date: \_\_\_\_\_ 10/09/2024 \_\_\_\_\_

**Date of Decision:**

**Damon Brown – Network Manager:**




Signature: \_\_\_\_\_

Date: \_\_\_\_\_ 05/09/2024 \_\_\_\_\_

**Date Approved:**

**Matthew Bell - Head of Highways & Engineering:**



Signature: \_\_\_\_\_

Date: \_\_\_\_\_ 05/09/2024 \_\_\_\_\_

## **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

### **BANK END ROAD & GROVE STREET, Worsbrough, Barnsley**

#### **Proposed one way traffic and prohibition of turning.**

#### **1. Purpose of Report**

- 1.1 The purpose of this report is to seek approval to advertise and implement two Traffic Regulation Orders (TROs) – one for one-way traffic on Grove Street and one prohibiting right turns out of Grove Street onto Bank End Road.
- 1.2 The purpose of the proposed TROs is to deter injudicious turning manoeuvres that have caused vehicles to get stuck and damage property.

#### **2. Recommendation**

It is recommended that:

- 2.1 **The Legal Service Director and Solicitor to the Council be authorised to publish the proposed restrictions on Bank End Road and Grove Street, 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 Legal Service Director and Solicitor to the Council be authorised to make and implement the Traffic Regulation Orders.**

#### **3. Introduction**

- 3.1 Bank End Road is a route through Worsbrough, running approximately east-west. It is approximately 900m in length between B6100 Ardsley Road/ Thicket Lane to the east and A61 Park Road to the west. Whilst running through a densely populated, residential area, very few properties front directly onto Bank End Road. The junction with Bank End Avenue to the north side of the road links to numerous residential streets. The settlement to the south of Bank End Road, whilst best accessed from High Street, can be accessed from Bank End Road via Grove Street. The junction with Grove Street is to the south side of Bank End Road.

- 3.2 Grove Street runs almost parallel to Bank End Road, with the junction between the two routes forming an acute angle. The western end of Grove Street, that interfaces with Bank End Road is very narrow – approximately 2.7m. A vehicle travelling west on Bank End Road must turn through approximately 335° to enter Grove Street. The difficulty of this manoeuvre is exacerbated by the steep gradient of Grove Street, descending sharply away from the junction.
- 3.3 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.
- 3.4 The angle between the roads and the difference in gradient, as previously described, 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.
- 3.5 Much anecdotal evidence plus some videos and photographs has been supplied to BMBC by residents. The numerous incidents have caused obstruction of the highway, together with damage to both private property and highway assets.
- 3.6 BMBC have made site observations and considered various options to mitigate these occurrences, which have been discussed with South Yorkshire Police.
- 3.7 It is proposed to implement one-way traffic on Grove Street, with traffic permitted to travel in a westerly direction only. This will prevent turning manoeuvres into Grove Street from Bank End Road. Additionally, it is proposed to ban right-turning manoeuvres for vehicles exiting Grove Street onto Bank End Road.
- 3.8 The one-way section of Grove Street is 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 is to remain unchanged, with two-way traffic permitted.

#### **4. Proposal and Justification**

- 4.1 To implement one-way traffic on Grove Street, with traffic permitted to travel in a westerly direction only on the short length between its junction with Clarkson Street and Bank End Road.
- 4.2 To ban right-turning manoeuvres for vehicles exiting Grove Street onto Bank End Road.
- 4.3 The proposals are regarded as the most appropriate solution to deter injudicious turning manoeuvres into Grove Street from Bank End Road.

#### **5. Consideration of Alternative Proposals**

- 5.1 To implement prohibition of motorised traffic (except for access) on Bank End Road to deter drivers from being able to make the manoeuvre would remove the temptation to take a chance once they found themselves at the junction.
- 5.2 This option was not supported by South Yorkshire Police due to the expectation of enforcement that this places upon them. Whilst all restrictions on traffic movements place a duty on the police, experience shows that prohibition of motorised traffic tends to be closely monitored by residents who often expect a level of enforcement that is not achievable.

## 6. **Impact on Local People**

- 6.1 The proposal will lessen the likelihood of vehicles getting stuck and damaging property on Bank End Road at its junction with Grove Street.

## 7. **Financial Implications**

- 7.1.1 Consultations on the financial implications on this report have been discussed with representatives of the Director of Finance – S151 Officer
- 7.1.2 The costs of advertising and legal fees associated with these Traffic Regulation Orders are estimated at £7,500 and will be contained within the approved Highway Authority's capital budget, specifically the Local and Neighbourhood Complementary Transport Programme (LNCTP), element of the South Yorkshire Mayoral Combined Authority's (SYMCA) City Region Sustainable Transport Settlement (CRSTS).

## 8. **Legal Implications**

- 8.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TROs and the Council is satisfied it is expedient to make the Orders for avoiding danger to persons or traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.

*- Bank End Road often suffers from vehicles getting stuck and damaging property at its junction with Grove Street due to drivers attempting a very difficult turn. Preventing certain turning manoeuvres will mitigate this.*

- 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) (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

*- Traffic flow is obstructed when vehicles get stuck in the junction.*

*- Vehicular movements need to be restricted to prevent vehicles becoming stuck in the junction. Alternative access to Grove Street is achievable via Clarkson Street and Pantry Hill.*

## 9. Consultations

Ward Members, the emergency services, BMBC Area Manager and Parking Enforcement and SYPTTE were consulted.

No objections were raised.

## 10. Risk Management Issues

<b>Risk</b>	<b>Mitigation/Outcome</b>	<b>Assessment</b>
<b>1. Challenge to the proposals because they infringe the Human Rights Act</b>	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 Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
<b>2. Legal challenge to the decision to make the TRO.</b>	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 obstruction of the highway and damage to property.

## 12. List of Appendices

- Appendix 1 – Plan showing the area.

**13. Background Papers**

**13.1** Project file – 4365

**Officer Contact:** Traffic Unit, Highways.

**Date:** September 2024