

## **BARNSELY METROPOLITAN BOROUGH COUNCIL**

### **THE METROPOLITAN BOROUGH OF BARNSELY (BARNSELY NORTH EAST AREA) (TRAFFIC REGULATION CONSOLIDATION) ORDER 2018 (AMENDMENT NO. -) ORDER 202-**

#### Statement of Reasons

Currently, two vehicular routes pass beneath the railway line at Darton; the main route via Church Street and a narrower, single-track route linking Mill Lane to Station Road. This single-track route is only passable by one vehicle at a time and 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.

It is proposed to prohibit motor vehicles from using the tunnel, allowing Mill Lane to be used by non-motor vehicle traffic only, and to allow a footway to be built from Darton Station to the tunnel to improve road safety and form the first part of a proposed active travel link between Darton Railway Station and Yorkshire Sculpture Park.

Constructing a new footway link will reduce the width of carriageway, reducing space for vehicles to manoeuvre around parked cars. Station Road / Woolley Colliery Road forms part of an active bus route (no. 93). It is essential, therefore, that this route is kept clear of extraneous parking, maintaining the free flow of traffic.

The scheme links in with the aims of the Barnsley Transport Strategy 2014-2033 (better connectivity, cleaner environment, healthier population, access to work for local people, addressing social exclusion). Other issues pertaining to future growth (employment sites), bus services (service reliability and journey times) and modal shift from private cars to public transport and active travel (walking and cycling) are being investigated in conjunction with this and other key active travel schemes currently under development. The Council is involved in several initiatives in these areas and aims to develop an Active Travel Strategy to ensure that walking and cycling routes are promoted as part of the design of future highway projects.

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 road and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the road.

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 Act 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.

Head of Legal Services