

TRANSFORMING CITIES FUND

A61 WAKEFIELD ROAD SCHEME

STATEMENT OF COMMUNITY INVOLVEMENT

NOVEMBER 2021



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1. INTRODUCTION

South Yorkshire Passenger Transport Executive (SYPTTE) is working on proposals for A61 Wakefield Road scheme. The proposals aim to ease congestion and improve public transport, walking and cycling infrastructure on the A61 Wakefield Road between the Old Mill Lane/A61 gyratory north of Barnsley town centre and Carlton Road, in Barnsley.

A public consultation was undertaken on the proposals to help shape the inform the scheme design.

The A61 Wakefield Road corridor is a busy route between Monk Bretton and Staincross, linking Barnsley to Wakefield and Leeds. The road experiences high volumes of traffic, particularly at peak times during the morning and evening rush hours. Previous work to address this includes junction improvements at the Burton Road/Wakefield Road Junction, completed in 2012. There have also been a number of bus stop improvements e.g. new shelters, raised boarding points and bus stop clearway markings etc.

Despite the impact of COVID-19 on traffic volumes last year and into 2021, travel demand is likely to get back to normal and journeys increase along this busy corridor. Interventions are therefore required to reduce congestion, improving both journey times and air quality. Planned or proposed new housing developments along the corridor mean further work is also needed to provide additional capacity to accommodate expected traffic growth, while prioritising sustainable transport modes, including bus, walking, and cycling.

In March 2020, Sheffield City Region secured £166m in funding from the Transforming Cities Fund. This fund focuses on areas that would benefit from significant improvements across rail, public transport, and active travel schemes. The A61 Wakefield Road scheme is one of projects identified to improve connectivity and make public transport a better option for those travelling in the area.

SYPTTE have designed the A61 Wakefield Road scheme to ease this congestion and improve public transport, walking and cycling opportunities in the area.

1.1 PURPOSE OF THE REPORT

This report focuses on the consultation held to inform stakeholders, local residents, and businesses about the A61 Wakefield Road highway improvement proposals.

The purpose of this document is to outline the approach to public engagement and report on the feedback received from the engagement events. The report is set out as follows:

- Section 2: Approach to Consultation
- Section 3: Feedback Analysis
- Section 4: Conclusion
- Appendix A: Publicity Materials
- Appendix B: Comments to Questions

2. APPROACH TO CONSULTATION

This section sets out the approach to consultation and engagement with the local community on the A61 Wakefield Road scheme. The consultation strategy was developed with Barnsley Council.

2.1 OBJECTIVES

The aim of the consultation was to raise awareness of the A61 Wakefield Road scheme and gather feedback from local residents, businesses and stakeholders. The comments and any concerns raised could be taken into consideration when finalizing the design, prior to submitting the planning application.

In light of the COVID-19 pandemic, it is important to continue with project delivery and associated consultations to support economic recovery, but also equally important to ensure consultations are accessible to everyone. Due to restrictions imposed by COVID-19 on holding public gatherings, a different approach was adopted to ensure accessibility, which involved:

- A combination of traditional and digital methods to ensure everybody has access to information. This ensured that information was available in different formats. Materials created were available online and as hard copies on request and a telephone number was available for those who could not access digital materials.
- Establishing and communicating new ways to interact with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through virtual Q&A sessions. Posters and flyers were put up in the community and letter notifications raised awareness about the new ways to get involved.

2.2 PUBLICITY

Table 1 provides information on publicity methods to raise awareness of the consultation.

Table 1: Communication Channels for Publicity

| Communication channel | Summary |
|--------------------------|--|
| Social media | A number of organic and paid-for social media posts were published on Travel South Yorkshire Twitter, Facebook and LinkedIn channels to promote the consultation exercise and encourage people to provide feedback. Statistics from social media publicity are set out in Table 2 and Table 3 , below. |
| Dedicated webpage | A dedicated webpage on the Travel South Yorkshire website (travelsouthyorkshire.com/A61) provided details of the proposed scheme, advertised the online Q&A sessions, and included a copy of the PDF and the questionnaire. The webpage was updated throughout the consultation period to provide a summary sheet of the live Q&A events. Statistics from online publicity is set out in Diagram 1 , below. |
| Press releases | Two press releases were issued (on 26 July and 2 September) to raise awareness about the proposed scheme and the live engagement exercise and to encourage completion of the |

| Communication channel | Summary |
|---|---|
| | consultation. Media coverage as a result of this publicity is set out in Table 4 , below. Publicity materials can be viewed in Appendix A . |
| Newspaper notice in Barnsley Chronicle | An advert was placed in the Barnsley Chronicle on 13 August to raise awareness about the live engagement exercise. Publicity materials can be viewed in Appendix A . |
| Posters and flyers | Posters and flyers advertising the consultation were placed in key locations within Barnsley Interchange. Publicity materials can be viewed in Appendix A . |
| Notification letters | Letters of invite were sent by email and post on 23 July, including 89 MPs, Councillors and Parish Councillors, 78 community and disability groups, and 98 local businesses and residents. Publicity materials can be viewed in Appendix A . |
| Stakeholder briefing sessions | Online briefing sessions were held with stakeholders and Ward Councillors upon request. |

2.2.1 ONLINE AND SOCIAL MEDIA STATISTICS

Diagram 1 sets out the statistics for online publicity.

Diagram 1: Online Publicity Statistics

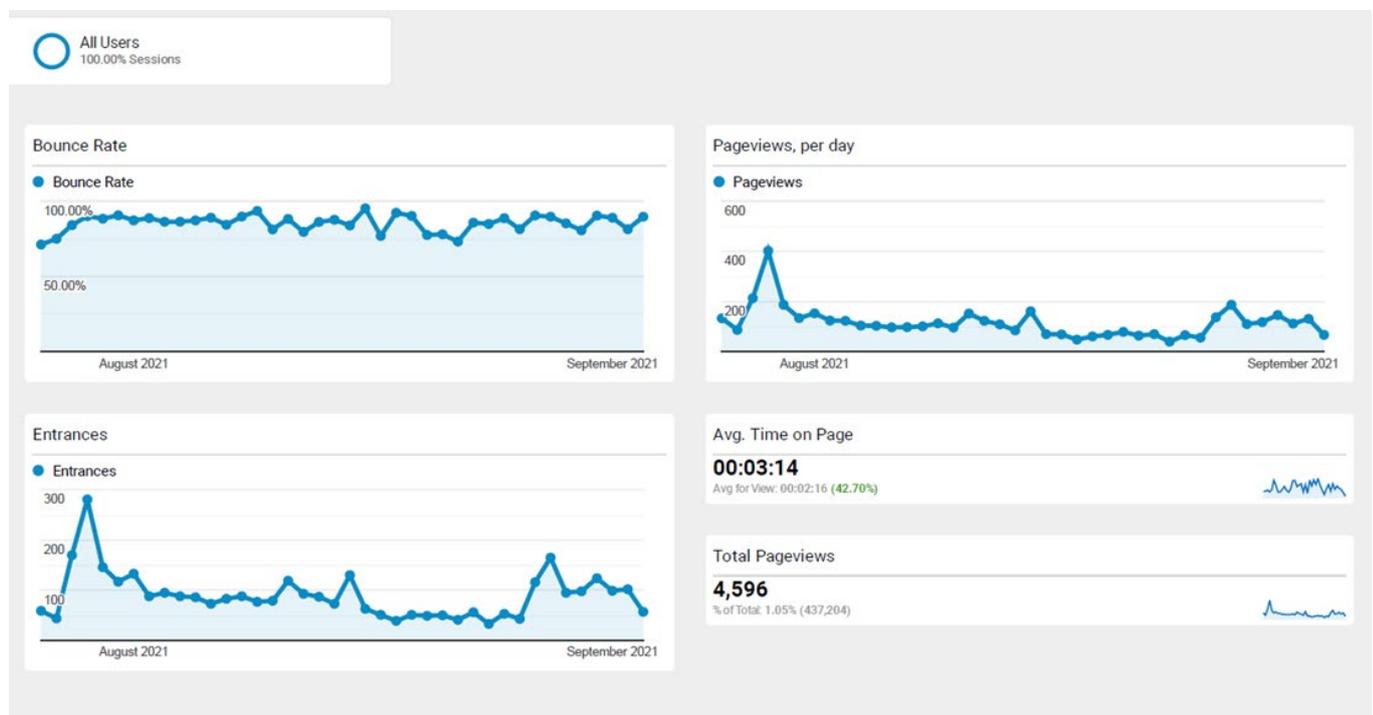


Table 2 and 3 set out the statistics for social media publicity.

Table 2: Paid-for Social Media Statistics

| | Clicks | Reach | Impressions | Cost per click | Spent |
|-------------------|--------|--------|-------------|----------------|---------|
| Facebook | 1,155 | 38,976 | 131,591 | £0.14 | £474.52 |
| LinkedIn | 274 | 2,911 | 9,585 | £0.91 | £250.00 |
| Combined paid-for | 1429 | 41,887 | 141,176 | Avg. £0.53 | £724.52 |

Table 3: Organic Social Media Statistics

| | Clicks | Reach | Impressions |
|------------------|--------|--------------|--------------|
| Facebook | 29 | 6.5K | 6.6K |
| Twitter | 0 | Not measured | Not measured |
| Combined organic | 29 | 6.5K | 6.6K |

2.2.2 MEDIA COVERAGE STATISTICS

Table 4 sets out the statistics for media coverage.

Table 4: Media Coverage Statistics

| Title | Outlet | Date | Reach | Value |
|--|--------------------|-----------|--------|--------|
| Fresh plans to reduce congestion | Barnsley Chronicle | 30 July | 12,821 | 74.71 |
| Widening busy road could help cut congestion | Barnsley Chronicle | 13 August | 12,821 | 633.83 |
| Missed point | Barnsley Chronicle | 20 August | 12,821 | 127.73 |

2.3 CONSULTATION ACTIVITIES

2.3.1 ONLINE Q & A EVENTS

Two online Q&A sessions were held for the public via Microsoft Teams, the dates, timings and attendance of these events are set out in Table 5. These sessions provided an interactive alternative to usual face-to-face public drop-in sessions, while continuing to offer an opportunity to find out more about the scheme and ask the project team any questions.

Members of SYPTTE were available in the online drop-in sessions. A short presentation was given to provide context to the scheme and to run through the design proposals. The remainder of the session was open to the public to ask any questions followed by a reminder to fill in the online questionnaire with their feedback on the scheme, if they hadn't done so already.

Table 5: Session Details

| Event | Date | Time | Number of Attendees |
|----------|------------------------|-------------|---------------------|
| Live Q&A | Tuesday 10 August 2021 | 12.00-13.00 | 1 |
| Live Q&A | Tuesday 17 August 2021 | 18.00-19.00 | 2 |

2.3.2 CONSULTATION MATERIALS

The consultation materials we used sought to provide the public with insight into the scheme, to enable them to provide their feedback and to facilitate discussions between the public and the project team. The following materials were provided online and made available in hard copy if requested:

- Information PDF
- Feedback form
- Summaries of the consultation provided on the consultation webpage.

The PDF introduced the scheme context, details of the proposed scheme, the design, and provided information on how to give feedback and the consultation next steps.

3. FEEDBACK ANALYSIS

We received 92 responses via the SYPTE website online questionnaire, submitting feedback during the consultation period.

The following section provides analysis of the 92 questionnaire responses.

The consultation feedback data is available in Appendix B.

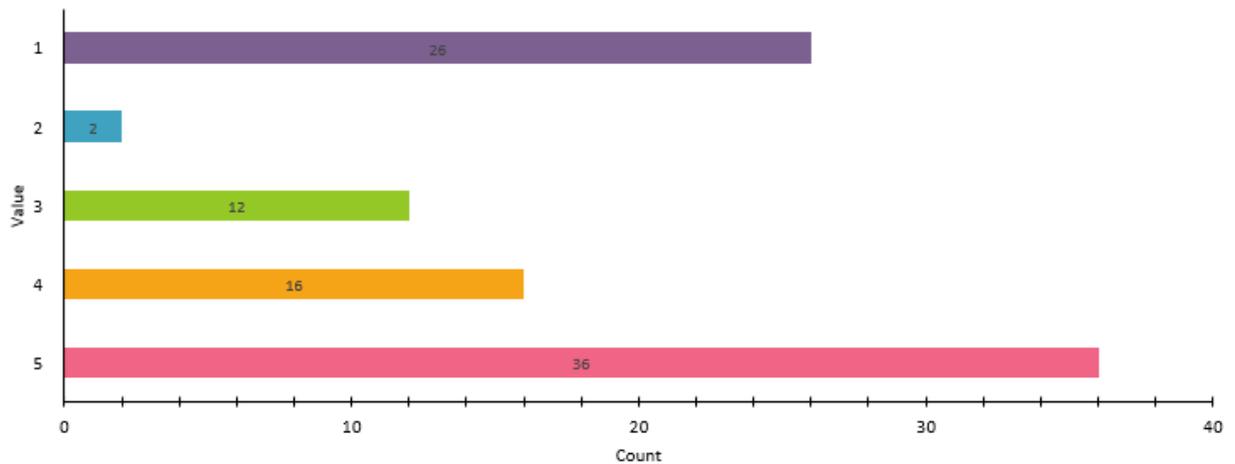
3.1 QUESTIONNAIRE ANALYSIS

Q1: To what extent do you support the Phase 1: Old Mill Lane Bridge and Gyrotory proposals?

For this question, respondents were asked to select a number on a scale from '1: do not support' to '5: strongly support'. Of the 92 responses to this question, a total of 52 respondents support or strongly support the scheme, representing 56.5% of total responses, as shown in Figure 1.

Figure 1: Frequency of responses for Question 1

1= Do Not Support, 5= Strongly Support

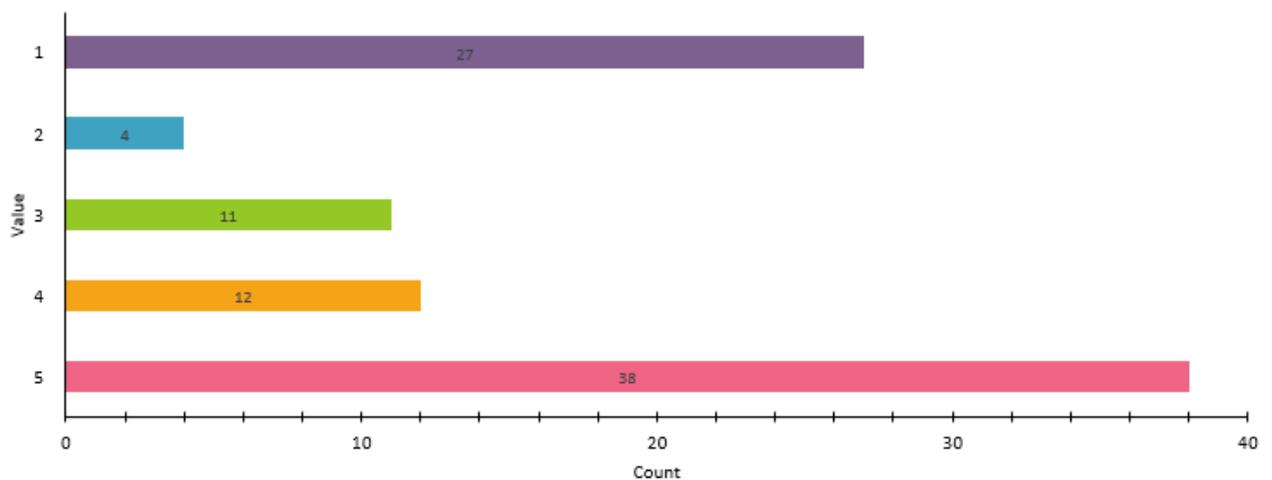


Q2: To what extent do you support the Phase 2: Carlton Road and Smithies Lane proposals?

For this question, respondents were asked to select a number on a scale from '1: do not support' to '5: strongly support'. Of the 92 responses to this question, a total of 50 respondents support or strongly support the scheme, representing 54.3% of total responses, as shown in Figure 2.

Figure 2: Frequency of responses for Question 2

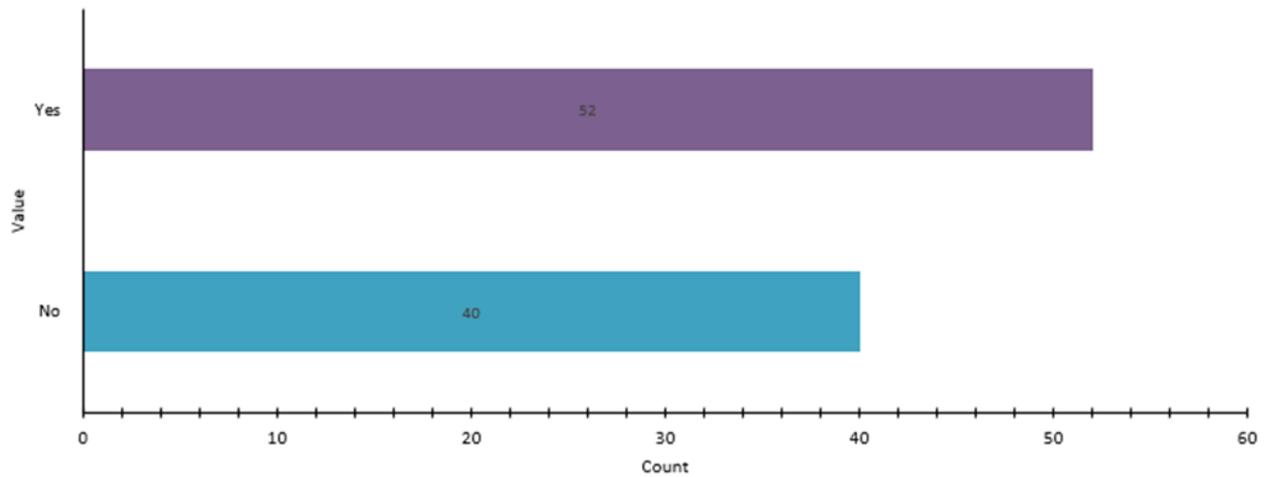
1= Do Not Support, 5= Strongly Support



Q3: Do you support the bus priority measures proposed?

This was a closed-ended question. Of the 92 responses to this question, 52 respondents support the bus priority measures, whereas 40 respondents would not, as shown in Figure 3.

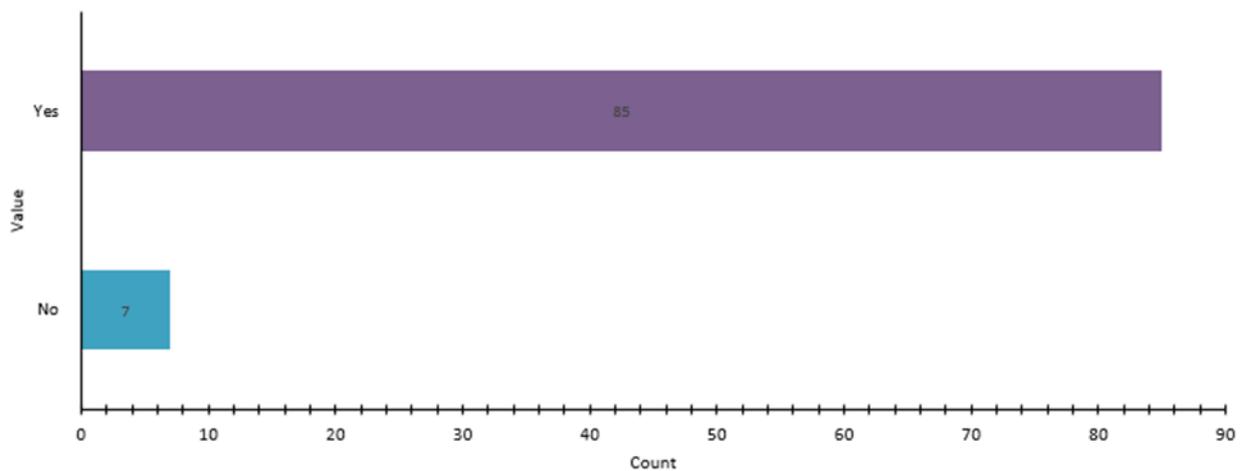
Figure 3: Frequency of responses for Question 3



Q4: Do you currently live in Barnsley?

This was a closed-ended question. This was a closed-ended question. Of the 92 responses to this question, 85 respondents currently live in Barnsley, whereas 7 respondents do not, as shown in Figure 4.

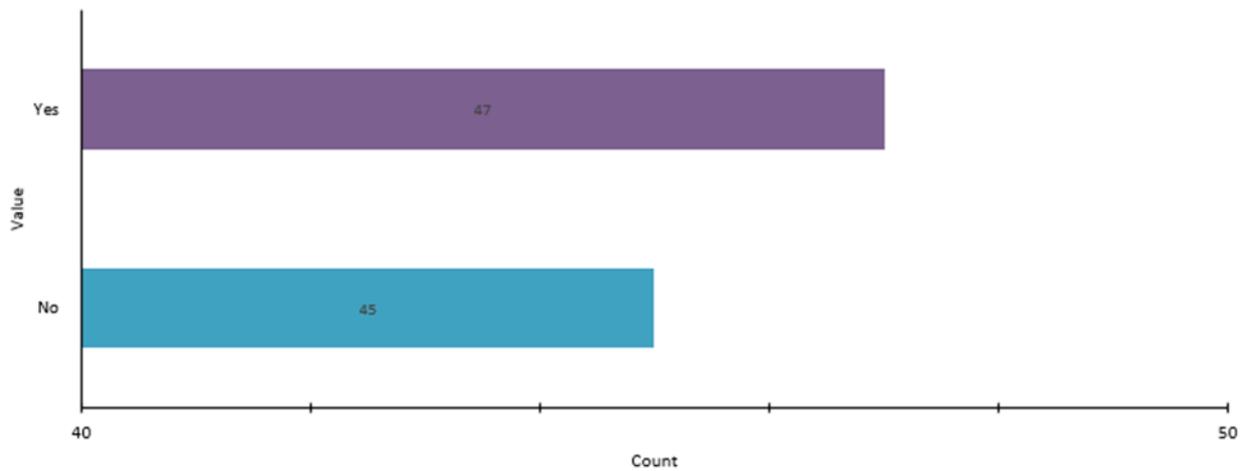
Figure 4: Frequency of responses for Question 4



Q5: Do your currently work in Barnsley?

This was a closed-ended question. Of the 92 responses to this question, 47 respondents currently work in Barnsley, whereas 45 respondents do not, as shown in figure 5.

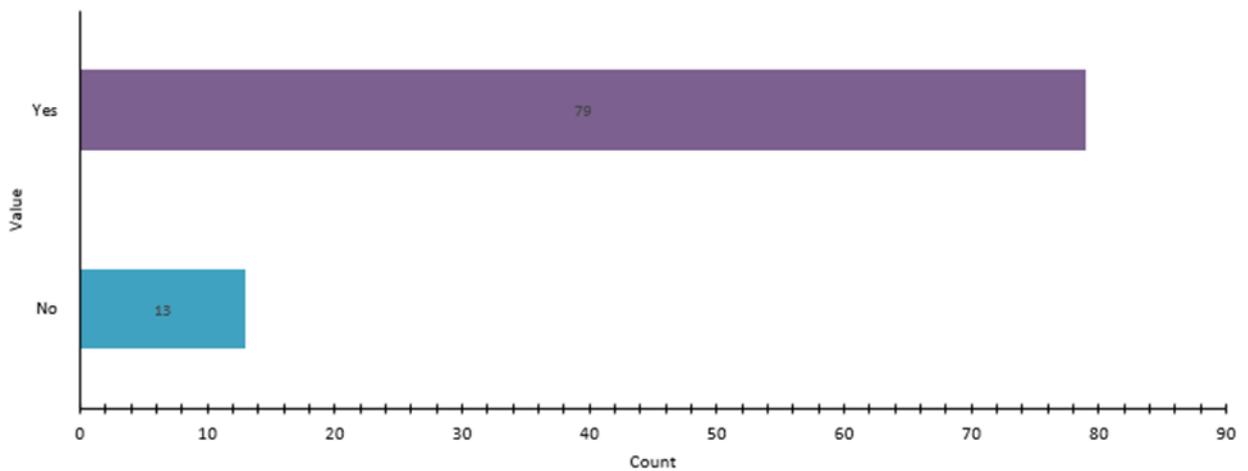
Figure 5: Frequency of responses for Question 5



Q6: Do you currently travel along the A61 Wakefield Road in Barnsley?

This was a closed-ended question. Of the 92 responses to this question, 79 respondents currently travel along the A61 Wakefield Road, whereas 13 respondents do not as shown in figure 6.

Figure 6: Frequency of responses for Question 6



Q7: If you answered 'Yes' to question 6 above, how often do you use the following modes of transport along the route?

This was a closed-ended question. The majority of respondents never Walk, Cycle, use Bus or Taxi. 61 out of 79 respondents use Car at least once a week as shown in Figure 7.

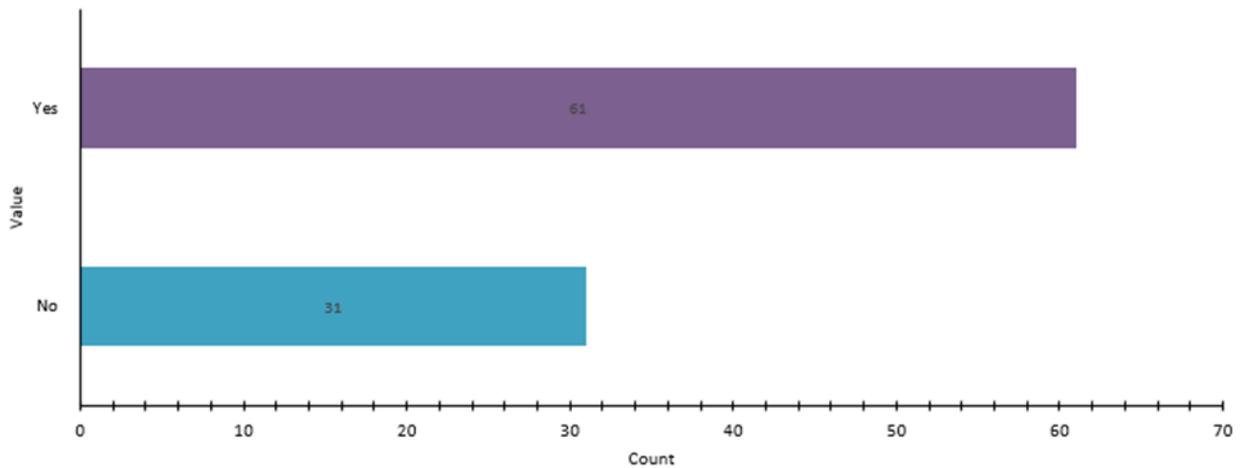
Figure 7: Frequency of responses for Question 7

| | 5 or more days a week | | 3 or 4 days a week | | Once or twice a week | | At least once a month | | Less often | | Never | | Responses |
|-------|-----------------------|-------|--------------------|-------|----------------------|-------|-----------------------|-------|------------|-------|-------|-------|-----------|
| | Count | Row % | Count | Row % | Count | Row % | Count | Row % | Count | Row % | Count | Row % | |
| Walk | 12 | 15.2% | 11 | 13.9% | 10 | 12.7% | 7 | 8.9% | 9 | 11.4% | 30 | 38.0% | 79 |
| Cycle | 2 | 2.5% | 2 | 2.5% | 4 | 5.1% | 5 | 6.3% | 6 | 7.6% | 60 | 75.9% | 79 |
| Bus | 7 | 8.9% | 5 | 6.3% | 1 | 1.3% | 10 | 12.7% | 17 | 21.5% | 39 | 49.4% | 79 |
| Car | 27 | 34.2% | 15 | 19.0% | 19 | 24.1% | 10 | 12.7% | 4 | 5.1% | 4 | 5.1% | 79 |
| Taxi | 1 | 1.3% | 3 | 3.8% | 1 | 1.3% | 4 | 5.1% | 21 | 26.6% | 49 | 62.0% | 79 |

Q8: Could you potentially benefit from the A61 Wakefield Road scheme?

This was a closed-ended question. Of the 92 responses to this question, 61 respondents could potentially benefit from the A61 Wakefield Road scheme, whereas 31 respondents could not, as shown in figure 8.

Figure 8: Frequency of responses for Question 8



3.1.1 RESPONDENT COMMENTS

Respondents were invited to provide comments on certain subjects within the consultation. These comments will be analysed and published as part of this report later in 2022/23. Details of the comments received is available in **Appendix B**.

3.2 EMAIL ANALYSIS

Five email correspondence were received submitting feedback about the A61 Wakefield Road scheme proposals. High level themes identified from this feedback include:

- concerns that the road is too narrow to accommodate a bus lane and cycle lane and that more traffic lights will cause congestion
- acknowledgement that in principle the proposals seem good, but concern that the existing traffic lights on the A61 Wakefield Road do not work properly.
- concern about existing cycle routes in Barnsley e.g. potholes, broken glass
- concern about landtake and impacts to the River Dearne and its bankside habitats and roosting bats

- Support of inclusion of sustainable transport but concern over some crossing points, proposed shared pedestrian/cycle path widths and style of signalized pedestrian crossings.

3.3 RESPONSE TO KEY THEMES

The questionnaire responses we received were mixed but the majority were generally supportive and positive. There were some reoccurring concerns and questions raised, which were also picked up in the live Q&A sessions. Our response to these frequented concerns and questions are presented below.

A number of HGV's, car transporters etc. use the A61. How will traffic travelling in opposite directions over the bridge be separated in the middle of the carriageway. This has been considered and discussed with BMBC's highway team and the current proposal is to separate the lanes with road markings. There will be no physical barrier in the middle of the road.

Will the bridge be supported? Yes, the bridge will be supported on concrete pile foundations.

It is important to control speed over the bridge to keep people safe. Yes agreed. Appropriate signage and road markings will be put in place.

Are there any worries about flooding? The flooding risk has been modelled and the findings have been presented to the Environment Agency. The EA are comfortable that the flooding risk is within acceptable tolerances.

Tree Removal in the area of the bridge extension. A number of trees will need to be removed to accommodate the new bridge extension. New trees will be planted elsewhere to mitigate this. A number of replanting sites were suggested on both sides of the A61 in the area of the bridge. There is also the possibility of planting trees in the Dearne Valley Park.

The left turn at the bottom of Carlton Hill onto Wakefield Road is very tight for buses or large vehicles and sometimes they clip the kerbs or have to swing out wide to avoid parked cars. The introduction of the extra lane and the alterations to the junction, should reduce this problem.

I appreciate the extra lane, but will we still be keeping the righthand turn onto Smithies Lane. Yes, this will be retained.

The right-hand turn into the pet shop opposite the Smithies Lane junction often causes problems as does the right turns into the units further down. This has been discussed with the Police Road Safety Officer and BMBC Highways and there are no plans to make any major changes, but a Road Safety audit is currently being carried out which should flag up any major concerns.

Will the outbound lanes after the Smithies Lane junction be wide enough to accommodate large vehicles e.g. bin waggons, wanting to turn right onto Carlton Road? This has been discussed with BMBC Highways and the lane widths will be suitable to accommodate such vehicles.

What happens where the road narrows back to two lanes at the town centre end of the 4-lane section? Despite waiting restriction, inconsiderate parking often causes a bottleneck in this area and seriously restricts traffic flow often reducing this stretch to a single carriageway. This may be an enforcement issue and will be discussed with BMBC Highways.

Public transport reliability is paramount, and we certainly need to encourage people back onto buses. Agreed. This is one of the main aims of the scheme.

Apart from the two properties at the bottom of Carlton Hill there aren't a lot of properties involved are there? Yes, a couple of domestic properties are involved but there are also a number of industrial/retail units along the route. These will also be affected. Our land agents are currently negotiating with all the relevant landowners.

Traffic is horrendous along the route no matter what time of day. I am concerned about the extra delays and disruption and delays during the works. How long will the works last? The works on Old Mill Lane are programmed to take 12 months and there will be delays. The message we need to get across will relieve pressure. The bridge scheme in particular will be difficult to deliver due to the complex construction and the fact that it will be constructed over a water course. Discussions will take at contract stage, to see if we can try and accelerate the programme. Looking at things like working longer days for instance is likely to raise concerns with residents.

When will the construction start? The Old Mill Lane bridge widening scheme is due to start on the 1st April 2022 and construction will last a year. Not fixed start date has been fixed for the Smithies Lane Junction scheme, but the duration will be approximately 6 months. Due to the tight programme and the timeframe imposed by the funders, at some point the two schemes will run concurrently. Again, we will try and get the message across that there will be short term pain for long term gain. The schemes will bring significant relief and also introduce active travel opportunities as well as getting public transport through the system quicker. This will be beneficial for the Borough.

Does "inbound" mean buses coming from out of Barnsley into Barnsley? Yes, it does.

Does this therefore mean that inbound buses will use the extra lane exclusively? No this is not a bus lane. The main benefit is that the extra lane allows traffic to get around the dedicated right turn lane into Smithies Lane, meaning traffic will get through the signals quicker and can continue into Barnsley without being blocked by right turners. The extra space and lane length created helps us optimise the efficiency of the signals and allows us to get more traffic through the junction.

Outbound buses will have to use existing lanes that are shared with general traffic. Buses do stop in this section causing holdups. Yes, this is correct, but we are putting in a bus stop layby after the Smithies Lane Junction opposite the Quarry Lane flats. It would be very difficult to expand this section any further due to lack of highway space.

There is a lack of waste bins in bus shelters, which are the responsibility of the SYPTE. Surely, we can put a few waste bins and encourage people to dispose of their waste responsibly. We will raise this internally with our infrastructure team and see what we can do.

Looking at the plan, the fact that there is no outbound bus lane between Smithies Lane and Carlton Road means that if traffic builds up it will hamper people wanting to turn right onto Smithies Lane, particularly large vehicles. Sometimes this may cause a build-up of inbound traffic. This scheme will not alleviate pressure on this junction. There are also small stretches of bus lane, for example the one at the end of Laithes lane that just merge into normal traffic. Surely, we should be looking at joining up these bus lanes. The little bus lane just after Carlton Road inbound seems to serve no purpose. I know it is all down to money. It is not just the money it is the available space on the highway. Also, Statutory Undertakers, who use the main roads as a trunk network route often impose restriction on when and where work can be carried out. The small inbound bus lane is not actually a bus lane but a bus layby which allows traffic to get past without delay.

Just as a small diversion, I would like to make a small suggestion to the SYPTE. Can we provide a bus service into Wortley Village? Currently it is almost impossible to get to Wortley Village if you haven't got a car as it involves changing buses at least three times. Even a 1 hourly or 2 hourly service would open up the village. There used to be a "rural bus grant",

but I don't know if it is still available. This is beyond the scope of our scheme, but I will pass on your comments to our bus team.

4. CONCLUSION

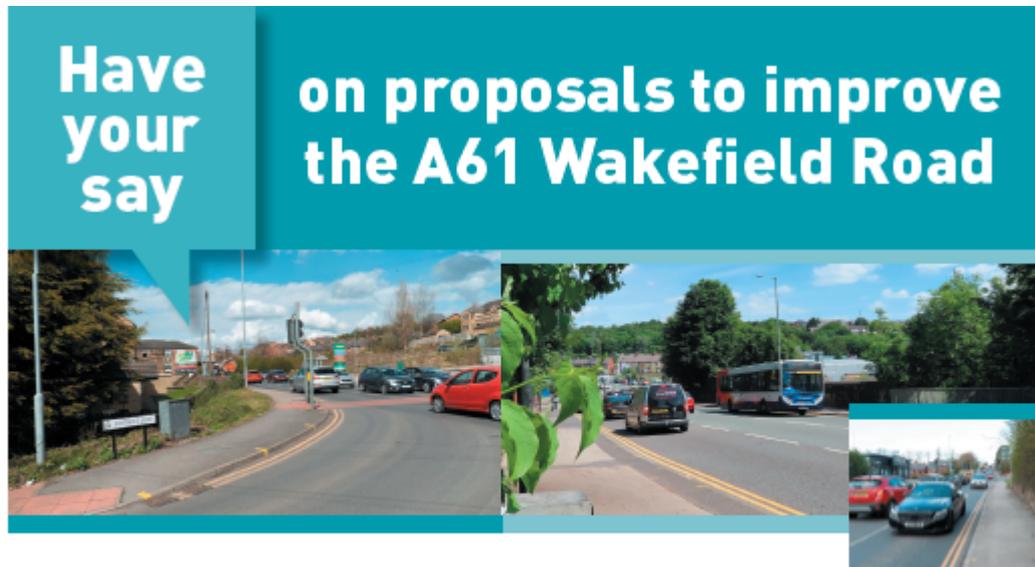
In total, 92 questionnaires were received during the consultation feedback. The approach taken to the consultation process has aimed to be transparent, inclusive and comprehensive. The online Q&A sessions were publicised in advance of the consultation through various digital and traditional methods.

Feedback received was generally supportive of the scheme and respondents stated the A61 Wakefield Road scheme proposals would benefit them by alleviating congestion and reducing journey times in the area, providing improved connectivity to employment opportunities and providing options for active travel and public transport.

The findings from the questionnaires have been considered as part of the design to be submitted for planning permission. Following this consultation, it is recommended to continue with the submission of a planning application for the A61 Wakefield Road scheme.

APPENDIX A: PUBLICITY MATERIALS

Figure 1: Poster – Have your say on proposals to improve the A61 Wakefield Road



We're consulting on proposals to ease congestion and improve public transport, walking and cycling infrastructure on the A61 Wakefield Road.

Find out more and have your say from
Monday 26 July – Friday 3 September
at travelsouthyorkshire.com/A61

For more information, contact
communications@sypte.co.uk

If you don't have internet access
call **01709 51 51 51**



Figure 2: Press advert - Have your say on proposals to improve the A61 Wakefield Road



We're consulting on proposals to ease congestion and improve public transport, walking and cycling infrastructure on the A61 Wakefield Road.

Find out more and have your say until **Friday 3 September** at **travelsouthyorkshire.com/A61**

For more information, contact **communications@sypte.co.uk**

If you don't have internet access call **01709 51 51 51**

Figure 3: Press release



HAVE YOUR SAY ON A61 WAKEFIELD ROAD PROPOSALS TO EASE CONGESTION & IMPROVE BUS, WALKING AND CYCLING OPTIONS

Public consultation launched on proposed highway improvements in Barnsley

People are invited to have their say on highway improvement proposals for the A61 Wakefield Road in Barnsley in a consultation launched today [26 July 2021]. The scheme is designed to improve traffic flow, bus reliability and journey times along this busy corridor and to encourage more local people to choose sustainable travel.

The A61 Wakefield Road scheme will be delivered by South Yorkshire Passenger Transport Executive (SYLTE), working with Barnsley Council. It is funded by the government's Transforming Cities Fund, thanks to a successful bid by Sheffield City Region which secured £166 million in 2020 for transport infrastructure across South Yorkshire.

The proposals outline highway improvements at key junctions along the A61 corridor from the Old Mill Lane/A61 gyratory North of Barnsley town centre up to Carlton Road. Including, widening the carriageway at key points between Old Mill Lane Bridge and Carlton Road, providing additional traffic lanes, a new bus lane and shared cycle and pedestrian pathway and creating safe pedestrian crossing points.

Cllr Tim Cheetham, Cabinet Spokesperson for Regeneration and Culture, said: "Sustainability is one of our key priorities as we are working towards improved public transport and increased opportunities for active travel. A61 improvements will provide these opportunities and help us achieve our Zero 40/45 carbon reduction ambitions by improving traffic. Everyone's feedback is crucial, and we encourage residents to get involved and have their say on the scheme."

SYLTE Director of Transport Operations, Pat Beijer, said: "We hope this scheme will benefit everyone who travels along this busy road, for work, shopping, leisure or education. By reducing congestion, speeding up bus journey times and making cycling and walking more appealing options, we want to encourage more people to use public transport and to choose active travel. These highway improvements will offer greener journey options for a cleaner environment for everyone.

"We're encouraging everyone that lives or works locally, or uses this stretch of road regularly, to have their say on the proposals, so we can use their views to shape the scheme. Anyone can join our online Q&A sessions to ask any questions they may have about the scheme and its benefits for the local area."

You can take part in the consultation, which runs until 3 September 2021, either:

- online at travelsouthyorkshire.com/A61
- by calling Traveline 01709 515151

- via a paper form available from the Customer Service Desk at Barnsley Interchange
- or by registering to attend an online Q&A session at travelsouthyorkshire.com/A61

Feedback from the consultation will help shape and inform the design for the scheme.

ENDS

For more information contact SYPTE Communications Team at communications@sypte.co.uk

South Yorkshire Passenger Transport Executive

11 Broad Street West

Sheffield S1 2BQ

Enquiries: 0114 276 7575

Facsimile: 0114 275 9908

sypte.co.uk

Figure 4: Letter invitation template



To the Occupier

Your ref:

Our ref: A61 Wakefield Road scheme

Ask For: Jeremy Hall

Direct Line: 01709 51 515 51

Email: communications@sypte.co.uk

26 July 2021

Dear Sir/Madam

A61 Wakefield Road scheme – Public Consultation Monday 26 July to Friday 3 September 2021

South Yorkshire Passenger Transport Executive (SYLTE) would like to hear your thoughts about our proposals to ease congestion and improve public transport, walking and cycling infrastructure on the A61 Wakefield Road in Barnsley. The consultation runs from **Monday 26 July to Friday 3 September 2021**.

The A61 Wakefield Road Proposals

The proposed scheme comprises of highway improvements at key junctions along the A61 corridor, between the Old Mill Lane/A61 gyratory north of Barnsley town centre and Carlton Road. The proposed scheme will be broken down into two phases to be delivered separately as shown below.

Phase 1: Old Mill Lane Bridge and Gyratory

The widening of Old Mill Lane Bridge to accommodate four traffic lanes, an inbound bus lane and a shared cycle/pedestrian pathway on both sides of the highway. The widening will improve traffic flow across the bridge, as well as encouraging active travel. Both footways across the bridge will be increased to a width of 3m, to enable shared use for pedestrians and cyclists and will link directly to Barnsley Council's active travel schemes in the area. The Gyratory and Burton Road junctions will also be reconfigured to accommodate the wider bridge. A new signalised pedestrian crossing will be introduced to allow a safe crossing point over the new highway.

Phase 2: Carlton Road and Smithies Lane

The widening of the carriageway between Smithies Lane and Carlton Road junctions to accommodate four traffic lanes. On Smithies Lane, the carriageway will be widened to two lanes on the approach to the junction, and a staggered pedestrian crossing will be provided.

These interventions will have a range of benefits for people living and working in the area, by:

- helping to ease congestion and improve connectivity along this busy corridor opening up access to employment, education and leisure opportunities and speeding up the delivery of goods on our roads
- making public transport a better option for those travelling in the area by improving bus reliability and journey times
- improving traffic flows and reducing carbon emissions, improving air quality
- encouraging active travel by making it easier to walk and cycle in the area via improved infrastructure, boosting health and wellbeing.

The A61 Wakefield Road scheme is being delivered by SYPTE working with Barnsley Council and Sheffield City Region (SCR). It is one of several proposed schemes which form part of SCR's wider £166 million Transforming Cities Fund (TCF) programme.

Have your say on the A61 Wakefield Road proposals

SYPTE is undertaking a public consultation from **Monday 26 July to Friday 3 September 2021** to seek views on the proposals. This consultation will help to shape and inform the scheme design.

How to take part

You can take part in the consultation by completing a short questionnaire online at www.travelsouthyorkshire.com/A61, where you will find information about the proposed scheme to help you to make an informed response. Please note that the consultation will not go live on our website until 12pm Monday 26 July.

Paper copies will be available at the Customer Service Desk at Barnsley Interchange. If you don't have access to the internet, or are unable to visit Barnsley Interchange, please call Traveline on 01709 51 51 51 to request a copy of the consultation materials by post.

Please do get involved in this consultation and tell us what you think. Your views are important and will ensure that our proposals best serve the needs of the local community.

Further information

To reach as wide a range of people as possible, safely and in line with COVID-19 public health considerations, we are hosting **two online Q&A sessions**. These sessions provide an interactive alternative to our usual face-to-face public drop-in sessions, while continuing to offer an opportunity to find out more about the scheme and ask the project team any questions you may have.

The sessions will be held on:

- Tuesday 10 August 2021 – 12pm – 1pm
- Tuesday 17 August 2021 – 6pm – 7pm

If you would like to attend one of these events, please register at www.travelsouthyorkshire.com/A61.

If you require any further information about this consultation, are unable to access the internet or need help in completing the questionnaire, please call **01709 51 51 51** or email communications@sypte.co.uk.

Kind regards

Jeremy Hall
Principal Project Manager

APPENDIX B: COMMENTS TO QUESTIONS

Q1: To what extent do you support the Phase 1: Old Mill Lane Bridge and Gyratory proposals?

| Score | Comment |
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| 1 | We are in a climate change emergency and need cars off the roads and publicly run buses to enable travel. |
| 1 | Combined pedestrian and cycles lanes combine traffic moving at very different speeds, especially when you take into account the rise of electric bicycles. Cycles are quiet, pedestrians do not hear their approach and experience teaches that most cyclists are either unaware or uncaring of the danger they pose to pedestrians. |
| 1 | All other road amendments in the borough have made no difference to the flow of traffic, in a lot of cases have made it worse. You assume everyone will jump on their bikes but it wont happen. People will not want to travel to work in all weathers and then spend the day sweaty or wet as there are very few employers that provide shower facilities for workers. |
| 1 | Can't see how u will get four lane on Wakefield road |
| 1 | I can't see how traffic will be any better, the reason for back log is always traffic light on and near Asda area |
| 1 | The area is not wide enough to do what you are talking about |
| 1 | Just sort out the traffic lights at wicks... you messed it all up with that |
| 1 | To widen the bridge and other roads will cause months of congestion, and make living in the area more of a nightmare than it currently is at peak times |
| 1 | It's the creation of the current gyratory that has made the problem as bad as it is And you only have to look other gyratory schemes in the area such as Stairfoot and on particular Birdwell which is now an no go area as its un safe due to the ambiguous and contradictory road markings and signage |
| 1 | I say make it worse make the roads worse this is Britain come on people |
| 1 | More roads not going to solve the problem. How you going to get 4 lanes. |
| 1 | It simply will not work as there already too high a flow of traffic. 1 it will cause too much disruption during construction and 2 the scheme will not be enough. Cas in point the road layout and traffic light recently completed at Wickes. |
| 1 | In case you had not noticed, there is a climate emergency. Building more roads leads to more people driving. The only way to combat this is to provide viable alternatives ie public transport, cycling and walking. Making journeys as difficult as possible for drivers will make a number of them change their method of travel which will reduce the number of vehicles on the road. For examples, see many major European cities such as London, Paris, Utrecht, Copenhagen and even Leeds. |

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| 1 | <p>Last week the IPCC told us how we were all going to die if we don't take drastic changes in our lifestyle regarding the climate. The council sees this and goes hmm let's encourage more car use with bigger roads and worse pedestrian crossings. Then for the cherry on top you try and sell it as eco-friendly by adding a useless 200m cycle path (now cyclists can safely go between the huge busy road junction and the other huge busy road junction) and a sliver of bus lane that shares the same bottleneck as all other traffic. Instead of this consider doing literally anything else. Widen the road but all new lanes are bus lanes. Create an actual cycle lane between the city centre and north - maybe link the canal path, river Dearne and old railway off of Smithies Ln. Setting the cash on fire in front of the town hall would be more beneficial to the environment.</p> |
| 1 | sick of traffic stood |
| 1 | The problem with Barnsley is that there is no dual carriageways in or out of Barnsley town centre compared with other towns and then they still have traffic problems |
| 1 | Barnsley roads are already grid locked with poor traffic management, multiple road closures and road works affecting routes simultaneously |
| 1 | No point having 3 inbound lanes when it all leads in from just one lane. |
| 1 | Too busy of a road to Justify disruption to regular traffic Over this period of time. No need for two lanes either side. Yes the road is busy at peak times but that is it. It doesn't justify 4 lanes |
| 1 | The proposal only improves travel for buses and it is clear that this is to speed up the movement of buses from the storage located on Wakefield Road and the Interchange. The proposed areas already have 4 lanes so there is no apparent improvement for car travel or cycling |
| 1 | I live nearby and although I agree that the air pollution is an issue, it's due to the volume of traffic. These proposals intend to provide measures to support that level of traffic, not reduce it. I don't agree that it will encourage people to walk or use public transport as the cost is high and there are elderly users on the route predominantly. There is no reason for heavy traffic to use Carlton Road. They could link up to Rotherham Road at many alternative sites near town or off Athersley areas. There are already too many large lorries using the roads Carlton Road and the Smithies Lane. |
| 1 | Lengthy delays due to roadworks will cause major disruption for months if not years and make the problems even worse for commuters. |
| 1 | We do not need more cycle lanes (too many hills) - we need to keep car and bus traffic flowing! |
| 1 | This will not cut congestion and just move the bottleneck further up the road |
| 2 | where is the spare land you require to put 4 lanes in coming from |
| 2 | The Burton Road area changes became farcical. The time and expense to achieve what you did, simply could not have been cost effective or achieved the goal you required. The knock-on effects from the Cundy Cross debacle also make your credibility for decision making on Barnsley roads, at best, questionable. |

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| 3 | It would make sense for the Active Travel facilities to connect to the new shared facility by Wickes. There is also a need to protect pedestrians and cycles in this area. This could be achieved by a ped/cycle priority crossing at the egress junction into Asda and the main entrance. |
| 3 | As the bus lanes we have now are not fit for purpose |
| 3 | I think the proposal wants improving to make the 'Wickes' roundabout a 'gyratory' that is 2 lanes off Wakefield Road around Wickes up Burton bank Road and 2 Lanes out of Barnsley up Wakefield Road. Traffic would filter into lanes to their intended destination unblocking the present gridlock. |
| 3 | It needs something doing with the congestion, so its a good thing. Don't think the measures being proposed will be good enough though. Maybe a link road should be built somewhere to alleviate it if possible. New Lodge to redbrook/gawber? Monk Bretton to Sheff Road? |
| 3 | Improvements to air quality, public transport and active travel are welcome but will this scheme not facilitate/encourage more car use which will increase carbon emissions? |
| 3 | I support the cycle and walking provision but not an additional lane for motor traffic |
| 3 | Would strongly support if the scheme actually delivers improvements. The gyratory system around what is now Wickes was supposed to improve traffic flow but if anything traffic in that area seems worse than ever. You should be clear on what the problem is now and how the scheme will improve experience, e.g., the current journey time from the gyratory to Smithies is currently x and once the scheme is implemented it will be y where y is considerably less than x. |
| 3 | The number of new houses that are going to be built on A61 will cause problems on this road and I don't think it will take these schemes to alleviate the problem plus the cars turning in the pet shop should this have been thought of when permission was granted to build the unit ? |
| 3 | I am concerned that this may not ease the congestion as proposed. The junction at Old Mill Lane has only recently been through a long period of re-configuration, which caused considerable disruption. |
| 3 | Increasing the number of lanes is likely to result in a n more near miss incidents, accidents and potential rage incidents. People already are unable to stay in the correct lane, adding more will exacerbated this. |
| 4 | Means faster outbound route access for buses and cars aren't held up by lane changes |
| 4 | To alleviate traffic outside my home |
| 4 | Ease congestion |
| 4 | It is an obvious area needing relief from traffic congestion -- but is it enough?? |
| 4 | Better traffic flow but need to let motorcycles use bus lanes for their safety |
| 4 | Extra lane over bridge will help traffic flow |
| 4 | More town centre access for cycle routes is crucial but this needs joining with other arterial routes into the town centre |

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| 4 | It's a blockage area causing traffic to back up all the way back to Rotherham road roundabout and as far as the small Tesco's on Carlton Rd. I agree widening is a priority , putting in cycle lanes on the road not the pavement would be safer for cyclists . I don't agree with the need for dedicated bus lanes. |
| 4 | The dedicated bus lane will ease the flow of buses from the town centre to the junction of Burton Road. |
| 4 | The road in its current state is not fit for purpose |
| 4 | It does need to made into 2 lanes heading to town. To me its the main reason for the congestion on Wakefield Road |
| 4 | Road improvements must be balanced with ecology on area and green initiatives. |
| 5 | That area is very busy and causes tailbacks at peak times. A dedicated bus lane will be a welcome addition |
| 5 | The bridge widening is long overdue - it was supposedly to be widened or by-passed in the previous improvement scheme. |
| 5 | Control traffic congestion |
| 5 | Better bus route and cycling routes |
| 5 | Always really busy and traffic jams on this road |
| 5 | This is a long overdue improvement - it should have taken place before planning permission was granted for the building of the new Aldi Store The traffic congestion on Wakefield Rd is atrocious resulting in terrible air quality for people living on Wakefield Road |
| 5 | Needs an extra lane inbound but not a bus lane as at lights on Wakefield Road (wickes) bus lane delays traffic even when no traffic is in the bus lane, and traffic then can be stationary passed the lights so you can't proceed. |
| 5 | It's a bottle neck and deems the current bus lane redundant. 4 lanes plus bus lane will work perfectly. |
| 5 | Needs something doing to it |
| 5 | would greatly reduce waiting times at peak |
| 5 | Traffic congestion can be severe in rush hours, and due to the number of bus services running through the area traffic can be heavy and stop-start. The addition will help in easing this. |
| 5 | Better layout and should work for flow of traffic |
| 5 | It's a long overdue needed infrastructure upgrade |
| 5 | Speed up traffic and allow busses to be quicker. |
| 5 | Improvements must be made |
| 5 | yes. i do agree, i use this route every day and drivers do tend to block up this area and its unnecessary. if they would only pull over a little and allow cars to utilise both lanes on the left hand side going into town it would reduce back up of traffic. the 4 lanes would control these poor driving methods. However i would take caution on the speed of some cars this could result in accidents in this area. mind full of the heavy traffic HGV's and busses as this will make it very narrow at times. drivers will have to be aware. |

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| 5 | I have mentioned this before to the council. The bridge needs to be 4 lanes to allow more traffic through the traffic lights near wickes. |
| 5 | Standard of driving these days is so poor it needs an extra lane to try and get past the ones that drive down the middle blocking lanes |
| 5 | bry mccluskey camphill wakefield and she lives on her own in wakefield her parent is called victoria mccluskey. bry birthday is on 12th April 2002 she 19 year old and she got blonde hair short and she needs to grow up and act like a adult. and im done with her for good. she lived at snow hill before and that where her mum lives so have a word with her mum plz she got red hair. |
| 5 | Because bad bottle necks need free flowing traffic |
| 5 | It will ease traffic |
| 5 | This is a bottle neck on Wakefield road that causes significant vehicular congestion. Widening to 4 lanes is needed. I don't agree with shared pedestrian / cycle paths as they do not work since cyclists don't use therefore the benefits are not realised from this space. Either separate cycle / pedestrian paths, or shared cycle / bus lanes or don't bother, since cyclists ignore these spaces and cycle on the road regardless. |
| 5 | This bottle-neck needs to be widened |
| 5 | It's been a bottleneck for traffic in Barnsley far too long |
| 5 | To reduce congestion |
| 5 | Traffic in this area can become very heavy and cause lord delays at peak times. These improvements should see journey times reduce, and therefore emissions reduce in this area also. |

Q2: To what extent do you support the Phase 2: Carlton Road and Smithies Lane proposals?

| Score | Comment |
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| 1 | See previous answer. |
| 1 | Offset pedestrian crossings are a gross inconvenience for pedestrians. We wait for the lights to change, get halfway and must wait again, usually for a couple of minutes, to get across the second half. Just hold up the motorised for six second instead. |
| 1 | As previously mentioned it will not make any difference. All other projects in the area have not made any difference but actually made things worse. |
| 1 | Whilst additional space has been allocated to facilitate the inbound bus lane the document refers to 'improvements to benefit pedestrians and cyclists' Where are these improvements? as far as i can see there is the removal of one crossing facility making active travel slower/less efficient. I also feel that the scheme provides no benefit to cycle users with no reference to any improvements for this mode of travel. There is a lot of hatched space and right turn facilities where this room could be reallocated to form cycle facilities on either side. |
| 1 | We can never get out at reasbeck terrace or Whitbourne Close so I think it will make it even worse |
| 1 | The area is not suitable to widen the road |
| 1 | Again just sort out the timing of the traffic lights at the junction you are just going to cause chaos |

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| 1 | Loss of businesses and homes that this work will result in for little benefit in congestion relief |
| 1 | This is Britain let's make it bad |
| 1 | Just encouraging traffic |
| 1 | See my last answer |
| 1 | I commute, by car, from Redbrook(via Smithies)to Carlton at approximately 5pm each day. To use public transport for this relatively short distance would add at least an hour, both ways onto my already twelve hour shift. This area is a problem during peak, and needs addressing, the proposal seems rushed and ill thought through. |
| 1 | See previous response. Of course you will simply go ahead and build more roads anyway as you simply do what you like. |
| 1 | Removal of pedestrian crossings in bad. Making the road wider and more hostile to cross outside of crossings also bad. Spending millions so that people can make right turns into a handful of low grade chain businesses a bit easier? Yet again bad. Also missed opportunity to improve links the old coal railway bridleway off Smithies Rd |
| 1 | no reason |
| 1 | There's just not enough space/land to accommodate the traffic making more lanes make it more dangerous for traffic |
| 1 | As previous - these schemes are poorly planned, managed and run |
| 1 | The bottlenecks are caused by too many left and right turns and buses blocking inbound routes. Bus stops should be placed to allow traffic to continue to flow, not block movement. The priority is for only buses and right turners onto Smithies; do you actually want people to shop in Barnsley because this plan suggests not? |
| 1 | As per before |
| 1 | Same reasons as Q1 |
| 1 | Again, I don't see that the proposal is assisting in reducing pollution, when that is stated as an aim. It will make it easier for the volumes of traffic using the route, but that is already excessive. |
| 1 | The short lengths of bus lanes on the A61 are a complete waste of time and money. |
| 1 | I do not support the additional motor traffic lane |
| 1 | Making a bottleneck again |
| 2 | again where is the land coming from to make this happen |
| 2 | They should utilise the old railway line and canal rather than the current road. Intact they should build all the way from the Staincross Hotel to pontefract Road This would be far more beneficial than the ridiculous mu1 link road |
| 2 | Keep the car traffic flowing. Busses are empty and it's too hilly for cycling. |
| 3 | Traffic flow |
| 3 | As long as buses are given priority over other traffic which at this moment in time they aren't |
| 3 | With improvements to allow cyclists easy access down Smithies |
| 3 | I would want anyone's homes or gardens to be adversely affected. |
| 3 | Same as previous |
| 3 | could more be done to encourage active travel in this part of the proposal? |
| 3 | See previous answer |

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| 3 | There should be no right turn from Carlton hill onto A61 and access to the pet shop and the disruption it would cause should have been thought of before it was built. |
| 3 | Unsure how this will improve the situation as the road before the junction will still only be two lanes. |
| 4 | Ease congestion |
| 4 | Another busy junction -- attention needs to be paid to traffic light sequencing (and on the plan, pedestrian crossings are not shown, although there is an unclear reference in the text) |
| 4 | The congestion on Carlton Road is very bad, lived on Carlton Road, 48 years , sometimes the drive is blocked by heavy traffic, unable to open windows due to the smell of diesel fumes, and since lifting the restrictions of 7.5 ton wagon noise is horrendous. I feel the traffic issues definitely needs addressing, it will only get worse if the proposal of the new builds happens in Carlton and Monk Bretton |
| 4 | This stretch is always bad and needs some action. Not sure how it will impact on air quality though |
| 4 | Carlton Road queues in a morning are dreadful anything that helps is brilliant news. However those poor families in the corner properties Carlton road/ Wakefield Rd look like their front garden will become a road, surely there's an alternative? I agree with safer cycle lanes, I do not agree with dedicated bus lanes. |
| 4 | Awful stretch of road. If a bus is lane two to go up Carlton Road, and a large vehicle is in lane 1, it grid locks the full area. Hate to think how blue light services pass at rush hour without delay |
| 4 | This should increase traffic flow |
| 5 | Another very busy area - 2 lanes will help the flow of traffic |
| 5 | This section has been a bottle neck for years |
| 5 | Absolutely necessary in order to reduce delays and keep traffic flowing towards Athersley North and South towards Carlton |
| 5 | To relieve traffic congestion |
| 5 | Better cycleways and pedestrian crossing |
| 5 | The same as previous comment |
| 5 | To ease traffic congestion and improve the air quality + promote better use of public transport |
| 5 | Think these lights should be removed as they only cause congestion, also when cycling the lights do not give adequate time for slower vehicles to clear before traffic starts emerging from smithies lane/Carlton Road. As for widening the road for an extra lane I strongly approve as large vehicles turning off Wakefield Road can stop traffic passing on the inside with the current road lay out. |
| 5 | As a bus driver this is the worse part of my job |
| 5 | this can be a bottle neck junction at times |
| 5 | Very slow moving traffic due to single lane traffic. Due to the number of bus services running through the area traffic can be heavy and stop-start. The addition will help in easing this. |
| 5 | Better lay out |
| 5 | It's a long overdue infrastructure upgrade |
| 5 | Speed up traffic generally. |
| 5 | Improvements must be made |

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| 5 | i use the junction at the bottom of Carlton rd to Wakefield rd everyday. and i see the issues we have with traffic on Carlton hill. as long as the traffic lights let the same amount of vehicles through the back log shouldn't be as bad. this will improve the air quality in this area. and going forward as we progress to electric vehicles the AQ will reduce significantly. Be mind full that HGV's use Carlton hill to access tesco express and some that are taking the short route to and from Carlton ind est. these take up both lanes on carlton hill and wakefield rd when turning in and out. |
| 5 | Good proposal |
| 5 | A bus stop both sides of the road causing massive congestion when they stop is nearly as smart as the bus stop on a blind bend on Carlton road |
| 5 | she been so annoying can you ring the police on her plz |
| 5 | Living on carlton road has become dangerous and horrible something needs to be done on carlton road just not good enough we told u that 20 years ago but you dont listen |
| 5 | Remove the bus stops outside the funeral directors and pet supplies, have two carriageways in each direction with one designated turning lane for each direction |
| 5 | Hopefully it will help traffic flow better |
| 5 | This is a secondary bottleneck on Wakefield road and causes significant congestion on Carlton road. This will help reduce that congestion. |
| 5 | As previous |
| 5 | River Dearne crossings should be prioritised for smooth traffic running. |
| 5 | To reduce congestion |

Q3: Do you support the bus priority measures proposed?

| Score | Comment |
|-------|---|
| No | Because there still won't be enough buses and it will still be cheaper and more convenient to drive a car. |
| No | Need more space for cars and cyclists |
| No | As a bus driver myself you can join a bus lane and get to the lights, while the traffic from the A61 continues through the lights past the point where you were in the queue, I know many bus drivers now stay in traffic as its often quicker to get through the lights. |
| No | There are no incentives for people to use buses instead of cars |
| No | Does not take into account the needs of all road users |
| No | The busses catch up or have to wait until the lights turn green . What is the point |
| No | Why can't they sit in traffic like the rest of us???? |
| No | Whilst public transport should be encouraged, in my opinion all traffic should be prioritised in this very busy area of Barnsley. The reservation of a lane solely for busses, is space that could be used to relieve all traffic at peak times. |
| No | As I indicate they can be made better |
| No | The buses already get priority at the traffic lights. The buses already ignore the give way at the end bus lane on Harbrough hills and cause near misses with other traffic |
| No | The current buss lane gives a significant disadvantage to Wakefield road traffic. |
| No | Buses slow traffic down and cause congestion. |

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| No | Bus lanes and bus priority causes more congestion then we get to follow the bus while it travels at between 10-20 mph below the speed limit causing more congestion and stress |
| No | as the current set up doesn't work correctly & assume a new 1 would be the same |
| No | bry blocking me and upsetting me is they any chance you can have words with her plz she just arguing with me and falling out with me and i want her to unblock me. |
| No | she didnt get on with me before she was lieing to me and everything and when she said she go out with me one day as a friend she didnt so and she hasnt got owt to do with me. |
| No | No need , the buses merge well with the cars and taxis. The buses don't run often in an evening , the buses have timetables that don't work for many of us so you have empty space on the buses and on the road. Building a bus Lane is not going to get me on the bus , I'm driving down Carlton Road and Wakefield road no matter what you do to the road. The timetables are dreadful . The x10 to Leeds could easily have a scheduled stop at the bottom of Carlton road but no we have to get to town first , stupid idea! |
| No | It's a wasted lane, thousands of cars could be there or 20 buses. Doesn't make sense. |
| No | Jimmy Savile used to run the streets let's make it great again |
| No | Buses will still be stuck in traffic on carlton road this should not be just about buses |
| No | Reduce the number of buses going that direction |
| No | Buses are not the answer to the issues |
| No | Until the bus companies are run for the benefit of the passengers and not the shareholders then I am against these private companies creaming money from the public. |
| No | Don't do peasant wagons. Needs to be commutator priority |
| No | So where are other road users going |
| No | Buses are 5% of road users and only 5% used most times giving this unused service any priority would be incompetent |
| No | Needs bus corridor full length of road |
| No | All it does is lengthen journey times for drivers. As drivers have to first join the Smithies turning on an inbound journey then switch over to the town bound lane after a bus stop the road becomes dangerous, ie some idiots will cut into the bus lane at speed while others have patiently waited to join at the corret point. When you block routes for drivers you also block the route for buses earlier in the route, ie buses will get stuck behind cars on the approach to the Carlton Road junction. |
| No | All traffic should be moving smoothly |
| No | Not many people use these buses |
| No | The cost would be better spent on developing cycle routes across the borough and infrastructure for charging battery cars. Also investment would have greater impact in releaving other high traffic areas such as Grange Lane and Wombwell Lane where there are only 2 lanes |
| No | I don't think that helps. Many don't use buses and won't as they're too expensive and prioritising buses doesn't assist on helping the car volumes decrease or move better. The issue is caused by the volume of traffic, many don't have to travel on that stretch to get where they're going. There are alternative routes already wide enough and equipped for such traffic. It would be wiser to look at what is already in place and encourage drivers to use the alternatives rather than plugging what are essentially residential roads linked to a main road. |
| No | The short lengths of bus lanes already on the A61 caused major disruptions for months/years and make little if any benefit. |

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| No | Too many buses on the route and bus stops in stupid places |
| No | I think the whole road needs redesigning, not just the two junctions. |
| Yes | With a push for more people to use public transport the dedicated bus lanes will make travel by bus quicker than by car |
| Yes | Improves reliability |
| Yes | Faster journey times, no lane changes or hold-ups |
| Yes | Hopefully less traffic |
| Yes | Delays in that area often make it difficult for busses to keep to time, the existing bus lanes are too short and the traffic light priorities are not efficient and satisfactory |
| Yes | Essential to keep the buses on time. |
| Yes | To ease traffic congestion and improve air quality in this area + promote the use of public transport |
| Yes | Yes -- but more might be needed. |
| Yes | Gets them moving |
| Yes | Because I'm a bus driver |
| Yes | If bus lanes are going to allow the free flow of buses it isn't a problem |
| Yes | I'm a bus driver |
| Yes | Alot easier for buses |
| Yes | A number of bus services serve this area which can cause stop-start traffic and delays. The addition of bus lanes will assist in traffic flow. |
| Yes | Buses get stuck |
| Yes | Bring back little town link bus's, obviously modern electric would better. |
| Yes | Long overdue priority to public transport |
| Yes | we need better bus access and increased bus services and routes across barnsley, once in place this will encourage people out of cars and onto busses.. |
| Yes | However, consideration should be made to guided buses and trams |
| Yes | Increased access for public transport is needed to encourage bus use |
| Yes | Would the bus lane run at certain times at peak times or all the time? |
| Yes | Need better public transport |
| Yes | See previous response. |
| Yes | Nowhere near enough but still better than nothing |
| Yes | Yep agree with bus lanes |
| Yes | Making public transport faster, and more reliable is a must. |
| Yes | Buses should always have priority |
| Yes | Rapid transit systems in North of Barnsley are needed. |
| Yes | getting more people on buses helps the environment |
| Yes | People may move to bus (if it was cheaper) but won't cycle. |
| Yes | Avoids buses having to wait in traffic |
| Yes | It's pretty poor that I have to choose 'yes' or 'no' for supporting the bus priority measures. It's not as simple as that. I agree that buses should have priority but not by building an additional lane so cars continue to have as many lanes as now. One of the lanes for car traffic should be sacrificed to buses. |
| Yes | Yes if it improves overall traffic flow and there is evidence that improvements to bus flow is encouraging the use of public transport rather than individual car usage. |
| Yes | Encouraging people to use public transport by giving mass transit a right of way could help reduce congestion, pollution and traffic noise |

Q8: Could you potentially benefit from the A61 Wakefield Road scheme?

| Score | Comment |
|-------|--|
| No | Building more roads means more cars. It's insane. |
| No | The changes will not make any difference to the volume of traffic using the road. |
| No | More traffic |
| No | Too much trouble |
| No | You are just going to make it worse... sort the timings out for the traffic lights better, you are idiots that just mess everything up. How are extra lanes going to help, especially a bus lane???? What a load of crap. why don't you just leave it alone you already messed it up once with the lights near wicks so now you are just going to have loads of road works and make it hell getting to work. Your all useless and should stop messing around with roads that were fine till you put up loads of stupid new junctions and traffic lights. |
| No | All the road changes will do is make it harder to travel around the Gyrotory system. Traffic already obstructs junctions, blocking other traffic when the lights change. This will make it more difficult to travel the area safely |
| No | dont think it will be such a big improvement as it only cover 2 short lengths of the road |
| No | I think that we should have more drug is in Barnsley |
| No | Because i live on carlton road unless you change things there then still the same i challenge you to visit my home any day of the week and see for yourself we were right last time and told you we know more than you we see it everyday |
| No | It will not impact the amount of traffic along the road and the number car travel will just increase |
| No | As explained in my previous answers. |
| No | I could use it as a route to work if it were improved, though the current proposal would actually make this worse. |
| No | I think I would find other routes because it will get worse |
| No | It would be a waste of taxpayer money, particularly the 99% who use cars, not buses |
| No | It is already full of traffic lights. Roundabouts work much better and could be used to stop having silly right hand turns for individual businesses, ie there's more road to use for bus lanes etc if you had to turn at a roundabout instead. There is an option to use Carlton Road, Old Road and Quarry Lane to make a one way system, place bus stops where traffic is not blocked and give priority to buses joining Wakefield Road, however, the road is narrow due to housebuilding having taken place since this junction was last changed. |
| No | The traffic will be worse whilst the roads works are being done It will affect the traffic for the school. Peak times are around 8am and 4pm that is it |
| No | Only bus travel will gain. |
| No | Major delays for months/years during roadworks for little if any benefit. Just accept that you won't get people out of their cars if these proposals go ahead. Money would be better spent on resurfacing roads and repairing potholes. The road surface on the A61, especially outside the Roundhouse Medical Centre is a disgrace and may cause accidents. No doubt public opinion will not be taken into account and the proposals will go ahead anyway, whether people want it or not. Another waste of taxpayers money and lengthy delays for the long suffering motorists. People cannot always use public transport. Not everyone works in the town centre. |
| No | It's a bottle neck into town and all you are going to do is cause months (or years) of disruption for no benefit, you're just moving the problem further down the road |

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| No | Generally, I travel on this route out of Barnsley, the major congestion appears to be going IN to Barnsley; irrespective of time of day the route toward the town centre seems to be congested |
| Yes | Being able to use the bus from the town centre with dedicated lanes will make travel easier to the shopping areas around the bottom of Old Mill Lane - I currently try and use back streets to drive to avoid the traffic build up |
| Yes | Shorter journey times - cheaper taxi fare! |
| Yes | Faster access to local amenities and shopping, as well as returning home, less anger and road rage subsequently as well |
| Yes | I live on the the proposed road works |
| Yes | better walking and buses keeping to time |
| Yes | Wouldn't need to set off early to get to destinations |
| Yes | Visits to ASDA, Wickes or Plumbase would be easier. |
| Yes | all traffic could benefit from that part of the road widening |
| Yes | Improved air quality for the unfortunate people who live on Wakefield Road |
| Yes | To improve punctuality and reliability of bus services and also to help with congestion |
| Yes | As long as there are adequate pedestrian crossings! |
| Yes | Assuming bus lanes will not be restricted to local buses only, it will benefit our business. Also will save lots of time from daily car journies |
| Yes | Move faster if traffic moving quickly |
| Yes | Offers a greater level of segregation when on my bike but scheme must join up other facilities nearby |
| Yes | Because I work on it |
| Yes | I work in the bus industry so I am all for it IF OT WORKS PROPERLY |
| Yes | Hopefully traffic congestion would be eased |
| Yes | working as a bus driver it would make my job alot easier on this corridor |
| Yes | This part of the road is our main route into Barnsley town centre and local supermarket |
| Yes | Quicker journey times and will make me go to town more |
| Yes | Less congestion at Harbor Hills. |
| Yes | By making Wickes gyratory more fluid |
| Yes | i currently have a low emissions car and i am looking at purchasing an electric vehicle when its time to upgrade my transportation needs. however if by this time the bus service improves and i feel comfortable on the bus then i would use this service. and i would look at purchasing an electric bike if im in good health. and the roads were safe for me to do this. |
| Yes | I live just off Wakefield road and drive on it multiple times a day. It takes 20 mins to drive my children to school which should only take 2-3 minutes. (We didn't get in our chosen school (burton road) which is close enough to walk). |
| Yes | Due to the ludicrous gyratory scheme implemented at toll gate the area is completely gridlocked |
| Yes | Complete nightmare at the junction traffic lights constantly being altered. No signs stating that it's the only shade of green there is so people should set off when they see it. When you eventually convince someone they can go you find a buss parked up blocking your progress |
| Yes | I would use this route when cycling if the road felt safer |

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| Yes | I work in Barnsley but my role takes me to Huddersfield, Sheffield, Wakefield and Manchester. Improving the flow on the A61 will help me to get to the train station in good time to use the park and ride without worrying that it's going to take 40 mins to travel 2 miles! |
| Yes | I work in smithies, I have to travel there everyday, Im also a hgv driver for bmbc. We collect the bins from all over the area. We travel up and down there all the time. It's not the easiest width wise at the best of times for a major road. When turning onto smithies lane or carlton Road from Wakefield road you always get other drivers passing on the inside resulting in dangerous situations as the back end swings out. Baring in mind the number of times one of our trucks passes here its a major issue. Not to mention everyone else. Obviously it also causes delays. When not at work I avoid travelling on the road as it takes that long, so I rarely visit town etc. Hopefully this will change that somewhat and I can enjoy the new facilities opening in town more |
| Yes | Reduced travel times and better road layout would improve travel for everyone |
| Yes | It is my main route to Barnsley. I do sometime go down Burton Road depending on the time as Carlton Road can be backed up to the Tesco due to lazy parents dropping their kids off at school |
| Yes | Only if vehicles are not given priority. |
| Yes | Shorter journey times |
| Yes | Will improve my journey into the town centre and beyond |
| Yes | The scheme should relieve congestion along this route |
| Yes | Less time spent in traffic queues |
| Yes | Travelling from home to shops, events etc |
| Yes | Improved journey times by bus or car |
| Yes | I live close by so any improvement to the air quality will improve my health. I also use all modes of transport so have an understanding of the impact of all as well as how they are used locally. An improvement to the volume of traffic, the improved air quality and sound quality and encouraging people to use buses/walk/cycle are all things I can support, but I don't think this scheme does that. |
| Yes | If traffic flow for cars improves, pollution will be less. |
| Yes | Reduced travel times |
| Yes | Safe, segregated cycle access might mean I could cycle safely |
| Yes | Any improvement in traffic flow anywhere is a benefit otherwise why do it. |
| Yes | Only through better traffic control and flow. |
| Yes | I travel along this road regularly. |

Q9: If the scheme is approved, is there anything specific you would like to be considered to minimise the impact to the surrounding area during the proposed construction work?

| Score | Reason |
|-------|--|
| Yes | Only close the road when absolutely necessary - potentially over night |
| Yes | Allow 2 lanes to remain open at least at one point of the works to allow for congestion easing and ability to get in right lane |
| Yes | The weight restriction to be moved to the bottom of Carlton road to stop trucks from using Carlton hill |
| Yes | continuation of bus services towards to and from barnsley to royston/wakefield via monk bretton with a regular reliable service. |
| Yes | Priorities the use of public transport throughout the improvements |
| Yes | Efforts to ensure traffic flow by fine-tuning of traffic light sequencing. |

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| Yes | It would need to be during the six week school holidays as then at least it would only take half an hour to make a 5 minute journey instead of an hour! |
| Yes | Don't allow road works on alternative routes while the work is carried out. |
| Yes | Advise on routes and let motorcycles have a priority on roads as well as cyclists |
| Yes | Hopefully a better temporary traffic light system, the one used in the last few weeks was rubbish. Sat on Carlton Hill for 25 minutes, whilst the temporary traffic light working was for A61 only, leaving it impossible to get off Carlton hill. Many cars including myself got fed up of waiting and turned around went up newhill road turning right onto Burton Road to get back into town |
| Yes | Just leave the roads alone |
| Yes | Minimise partial lane closures at rush hour. |
| Yes | As stated |
| Yes | both areas are in the region where it has flooded in the past, we need to look at the river dearne flowing nearby and the pond on smithies lane. can the water catchment be improved in these areas by widening/making deeper the pond and /or the river bed at these points or further downstream. improving the public right of way from wakefield road to smithies road via the steps at the old railway bridge would also help, making sure there is a suitable crossing point or pavement at the bottom of the steps as this just steps out on to the road at the moment on a tight bend. |
| Yes | The work is carried out during daylight hours only. I don't think I can tolerate more disturbed sleep caused by developments in Barnsley. The new town centre work noise at night has been terrible at times since it started. For example the overnight demolition of the old market carpark and the Old Devonshire pub/Woody's chippy. |
| Yes | Night time working to get the work completed quickly. It will temporarily make the traffic even worse during building works. Also can the coarse way be widened between Carlton road and Ingleton mews. There is plenty of road space but the path isn't big enough for a pram to pass. |
| Yes | As higher earlier consider the old railway rather than the current road course |
| Yes | Increase the speed limit. |
| Yes | Do it at night and put the designers name and phone number on a sign so we can invite him/her to show us how they thought their plan would work |
| Yes | dont bother |
| Yes | Town centre access is very poor from every direction. The other routes need some support whilst the A61 is restricted by works |
| Yes | Diversion of traffic. |
| Yes | Its going to make it all back up everywhere how are emergency services going to get through |
| Yes | Do not give these contractors Carte blanche, like these cable providers have had for the past two years, to come and go from the job with absolutely no regards for the devastating delays they have caused, the three way temporary lights that have blighted the town for so long. |
| Yes | Consider the access to the local people businesses located on the A61. Increased standing traffic, increases pollution, increased potential health issues for the residents on the A61. |
| Yes | That the scheme is not approved because it does nothing to address the climate emergency and demonstrates Barnsley Councils desire to pander to motorists over everyone else. See Penny Pie Park, Birdwell and Cindy Cross for examples of other f###k ups. |
| Yes | Not have a bus lane |

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| Yes | Put someone in charge who knows what they are doing to avoid another Cundy cross / Stairfoot sham |
| Yes | Night working to keep road open during day and weekend working |
| Yes | Do both phases at the same time instead of doubling the inconvenience for everyone. Carry out the work 24 hours a day 7 days a week to minimise delays. Only block lanes and put up additional traffic lights when that lane is actually being worked on. ie there's nothing more annoying than a lane being closed early morning and it looks exactly the same by evening. Ensure people working are actually working, ie the number of roadworks in Barnsley with "workers" stood around doing nothing is a very common sight. |
| Yes | Ensure bat population in River Dearne area is safeguarded and regularly checked and adaptations made during construction, and reviewed publicly afterwards. |
| Yes | construction work should not be at weekends , bank holidays or outside normal working hours so that residents have a reduced impact from noise etc |
| Yes | Coordinate works to avoid disruption such as night time work, ensuring other alternative routes into town are not also under going works, effective supervision of works to ensure contractors work quickly and considerately so as not to over run timescales |
| Yes | The surrounding wildlife and green areas. The true reason for the works and whether they do deliver on the greener intentions. The impact in the interim to locals. I work from home some days so noise disruption would not be ideal. Consideration of whether the works are required or if the issue is volume of types of traffic or at specific times, ie commutes and lorries. If we are to see more wfh then commutes will reduce naturally. |
| Yes | Do not carry out roadworks at rush hour when people are trying to get to work on time. Resurface the bad parts of the A61. Don't bother with the scheme at all. It will only save a few minutes travel time on buses but will cost a fortune and take months/years. Are the months of disruption really worth a few minutes onto a bus journey. I think not, but who cares what the public want. We are not listened to. Dodworth Road is a prime example. |
| Yes | Relax restrictions during non-working times to free up traffic as much as possible during such non-working times |
| Yes | Whoever let's this pass should be put in stocks at the side of the road and tomatoes thrown at them |
| Yes | Complete the works in the quickest possible timeframe to minimise impact on the local community |
| Yes | Minimise traffic impact |
| Yes | Barnsley is currently undergoing much disruption in the form of road works on the carriageway and pavements due to installation of city fibre, can you communicate with this and the utility companies so that any planned work does not clash with the work you are proposing. |
| Yes | As happened on Dearne Valley Parkway, if the work could mostly be done over I it would be beneficial for commuters. Although I appreciate those living nearby may have issues with night noise. |

Q10: Is there anything else you would like to tell us about your thoughts on the proposed A61 Wakefield Road scheme?

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| Comment |
| I suspect it's already a done deal. Another sham consultation. |
| Shared footway/cycleway need to be delineated. |

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| Speed restrictions down Carlton hill and weight restrictions |
| Excellent why can phase 1 and 2 not be undertaken at the same time to minimise disruption |
| Just that it needs doing as soon as possible. |
| Get the Northern Link Road built instead. |
| This scheme is long over due but I wonder if it will really improve the current road conditions - congestion and air quality. It may at best retain the status quo following the competition of the proposed house building in the East Barnsley District ie Wakefield Road (opposite Rotherham Rd) Wakefield Road (next to Lidle) Wakefield Road - MU8 Staincross!!!! |
| Parking on yellow lines between Burton Road and Smithies Lane, especially near the sandwich shop where the bus stop is which you can't use due to cars obstructing the stop. |
| Probably #1 in terms of congestion blackspots! |
| It would be interesting to see the research that has gone into this proposal that would prove that this would be an improvement rather than the other shambles we have seen that were supposed to improve matters in the area. |
| Sooner the better. |
| Motorcycles using bus lanes as cars buses cyclists get a mention but us bikers dont |
| n/a |
| As I have said in previous answers as long as it works for buses it doesn't seem to up to now it's a great idea |
| sooner the better |
| No don't think it will work |
| Please leave the roads alone |
| Its a load of crap |
| make it as safe as possible with a contingency plan, to look at how the road can be made more user friendly as more people take to walking and electric bikes going forward. solid planters for example to separate pedestrians from cars.. |
| Absolute waste of time and money, like the other so called road improvements schemes on the area. Cundy cross roundabout removal and change to traffic lights has made the traffic worse on Pontefract road and Grange lane. And now on Doworth road the change to a roundabout from traffic lights. The traffic is horrendous at the moment at peak times |
| Widening the path between Carlton road and Ingleton Mews as it is not big enough to walk a pram down or safely walk my children on. Another consideration is to create a through road from new lodge to the wilthorpe area to relieve the traffic needing to go down Wakefield road and Smithies road. |
| Make sure you get it right |
| Increase the speed limit. Speed does not cause deaths, bad driving does. |
| Do more. It's about the only route left into Barnsley that doesn't have roadworks every 200 yards |
| waste of money as are most "road improvements" in barnsley dont work as was intended |
| can you go to brys and take internet off her plz she been naughty. |
| Not sure this will improve air quality Also there should be information on cycle routes from every access point to the town centre. It appears very scattergun at present. A cycle highway as seen in other cities would be a useful ambition and could be consulted on now |
| It's a good idea , the focus seems to be buses into town however I often use the trains please consider the traffic flow improvements will help those of us with onward journeys |
| Will this impact on local rate payers? |

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| No |
| Let's make the smackheads get a bus pass |
| Its rubbish really and you know just a cheap option if u want real improvement start looking at a bypass from eastfield arms to asda thats a expensive but real solution expensive so it will not happen everything here done on cheap cheap |
| Think it's more hassle for not a lot of gain |
| My opinion is not important, as I'm sure you have already stated this ball rolling. By the time council inform the little people they have already made their decision. |
| As said an appalling scheme,doing something for the sake of it.Your previous endeavours around Barnsley have been very poor. Be braver demand/create some real,joined up public transport with a cheap pricing structure. |
| Make it efficient. There will be bottle necks and major delays during the works, increasing my travel time and fuel consumption. My pocket will be affected. |
| When are you going to understand that building more roads leads to more traffic which leads to more pollution? Not less. |
| Other cities in South Yorkshire are doing beautiful, environmentally friendly and forward thinking improvements. Meanwhile we get this |
| not good |
| Just leave it as it is because having already destroyed penny pie park the town centre the once great market there won't be anybody going to town accept smackheads |
| Don't do it - it will be an expensive, mis-managed chaotic mess with little improvement to the vast majority of road users |
| No |
| It does nothing to encourage public transport use. You want to find out why people choose to use cars, for example journey times are better speeded up for those living further out of town if buses only stopped in those villages instead of the entire route into town. |
| I oppose the shared path / cycleway. The existing shared paths for pedestrians and bikes do not work (along Cudworth bypass) as cyclists simply do not use them, as they do not recognise these are safe spaces to cycle and instead cycle on the road causing more road traffic and reducing road safety. Please reconsider this out-dated design as it does not deliver the benefits intended, since cyclists don't use these types of shared paths. A separate path for cyclists is needed, or a shared cycle path & bus lane. |
| You might like to consider changing Burton Road/Old Tannery Road/Old Mill Lane into one huge roundabout encircling Wickes |
| Yes, it is needed desperately. Get your fingers out please and get on with it!! |
| Public information to keep flowing after statutory consultations. Via councillors and local media. |
| Broadly the focus of the scheme should be more in favour of active travel and less in favour of cars |
| Try relaying all the surrounding roads instead of digging up ones that don't need messing with |
| This proposal is not environmentally driven, it purely focuses on improving movement of buses. Where are the cycle routes the town desperately needs and where is the focus on encouraging eco strategies to move to battery vehicles. |

I support any plans the council have to improve health and well-being and encourage greener options. Driving down car volumes or encouraging routes that are more residential and built for traffic should be the aim. Although the plans may assist in reducing the build up at the junction, this alleviates pressure which has been caused by the volume, not the inadequacy of the roads. They are predominantly residential roads linking onto Wakefield Road, so should only have local traffic anyway.

Total waste of time and taxpayers money. Buses are mainly running around empty anyway and this scheme will not make people walk, cycle or use buses more. Bet it's already a done deal and this is just an exercise. If SYPTE has surplus funds to spend, perhaps we can have a reduction in our Council Tax next year?

No

Reduce private motor vehicle traffic and access. Don't add a lane to enable continued car traffic, just take a lane from cars and prioritise buses, and put in a segregated cycle path

If traffic isn't helped by this then the architect should be made to pay back all the money and sentenced to life in prison

The junction at Old Mill Lane has only recently been through a long period of re-configuration, which caused immense disruption. I am still unclear how these proposals will really encourage active travel.

Better park & ride facilities would possibly be of benefit in reducing traffic. Barnsley doesn't appear to have ANY P&R schemes in place.