

BARNSLEY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR – GROWTH & SUSTAINABILITY

TITLE: CITY REGION SUSTAINABLE TRANSPORT SETTLEMENT (CRSTS) – RESULTS OF CONSULTATION EXERCISE ON CONGESTION ISSUES / DELAYS ON THE NETWORK

REPORT TO:	CABINET
Date of Meeting	4 October 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	No
Public or Private	Public

Purpose of report

To inform Cabinet that the consultation exercise on congestion issues / delays on the network across the Barnsley borough, was undertaken in July, the results of which will be used to inform the City Region Sustainable Transport Settlement (CRSTS) capital schemes.

Council Plan priority

Sustainability

Recommendations

That Cabinet:-

Notes the results of the consultation exercise on congestion issues/delays on the network.

1 INTRODUCTION

- 1.1 To provide Cabinet with the results of the consultation exercise on congestion/highway issues on the network, which will then be used to inform the City Region Sustainable Transport Settlement (CRSTS) programme of works.

2 PROPOSAL

- 2.1 In April 2022 an award was made to the South Yorkshire Mayoral Combined Authority (SYMCA) of over £570m. Of the £570m, the allocation for Barnsley

MBC is just over £70.3m. £25.5m of this was previously the Highways Maintenance Block (£20m) and Integrated Transport Block (£5m).

- 2.2 In addition to Barnsley's CRSTS capital allocation, the Department for Transport (DfT) also awarded revenue funding of £5.2m for local authorities to commence project feasibility work. The allocation confirmed for Barnsley of this funding is £1.520m. Cabinet have already accepted these funds (Cab.16.6.2022/100).
- 2.3 Officers within the Strategic Transport team and the wider Highways & Engineering team have been consulted on the proposed schemes and have provided input into these schemes. They are also working on developing additional schemes when more new funding comes through, or existing schemes need to be varied.
- 2.4 Once acceptance of the overall CRSTS is confirmed, and funding has been received, feasibility work will commence and strategic outline business cases prepared, which will enable funding equivalent to 2% of the scheme value to be drawn down to start detailed design and ultimately the scheme construction.
- 2.5 The public were consulted for their views on where they perceive congestion problems / delays at junctions / slow journey times are on the network and across the borough. Other questions such as air quality, pedestrian facilities etc also formed part of the survey. This will assist the Strategic Transport team to focus on specific corridors / junctions and deliver schemes that could mitigate these impacts.
- 2.6 The consultation was carried out online, with links to surveys on the Council's web site. We worked with our colleagues in the Communications Team to ensure links to social media, local press etc is undertaken. This made sure that a wide cross section of the community had access to the consultation and could express their views. The survey was also available as a paper copy in each of Barnsley's libraries.
- 2.7 The consultation responses have been analysed and where appropriate, input into the CRSTS schemes and future pipeline of schemes.

3 Consultation Response

- 3.1 523 people completed the online survey, of which 507 (97%) participants provided a postcode of their home address. Of the 507 people who provided a postcode, 496 (98%) lived in Barnsley.
- 3.2 This is a good response; in 2020 a similar consultation exercise around active travel was undertaken with only 230 people responding.
- 3.3 Question 4 of the survey asked participants to select up to three junctions that they believed to be the most congested across the borough. Several of Barnsley's major roundabouts and junctions were listed, as well as the option of 'other', which enabled participants to write in an answer that wasn't listed.

489 people responded to this question, with 34 choosing to skip it entirely. 1274 answers were selected, meaning that each person selected an average of 2.6 answers.

- 3.4 Responses to Question 4 revealed that the public believe Stairfoot roundabout to be the most congested 'junction' across the borough, with 42.9% of respondents choosing this with 1 of their 3 selections. The second most selected option was the A61 Wakefield Road / Smithies Lane junction (34.2%). Third with 31.5% was the A61 Wakefield Road / Bar Lane Junction. Fourth was the Cundy Cross junction. It should be noted that both the first and fourth most selected options related to the A628 / A635 corridor with the second and third most selected options related to the A61 corridor. The 'other' option was selected by 30.9% of responders. The most common junctions stated within the other options related to the areas of Birdwell, Dodworth, Old Mill Lane and Gawber Crossroads (near to the hospital)
- 3.5 Question 5 followed similar parameters to Question 4, but instead asked the public for their views towards congestion on travel corridors and roads across the borough. 494 people responded to this question, with 29 choosing to skip it entirely. 1091 answers were selected, meaning that each person selected an average of 2.2 answers. The A61 Wakefield Road corridor was selected most commonly (48.6%) which is consistent with the junction response. The second and third most selected roads and corridors were Gawber Road (33.4%) and A635 Doncaster Road (24.3%). The A628 corridor (town to Cudworth) was fifth.
- 3.6 The survey also enquired into the participants views towards active travel, and measures which would encourage greater active travel participation. The results suggest that increasing the number of routes, improving the existing routes and improving safety on the routes would have the greatest impact on active travel participation.
- 3.7 Later in the survey participants were asked to provide their views on Barnsley's public transport offering, and what measures would encourage them to increase their public transport use. Cheaper fares, improved travel times and more bus and train services were the most selected responses.
- 3.8 Strategic Transport Element
 - 3.8.1 The results of the survey suggest an alignment between public opinion and the Strategic Transport Services vision and direction.
 - 3.8.2 This is demonstrated through the services current programme of works, which includes:
 - A635 Corridor to include Stairfoot Roundabout
 - A628 Corridor (Shafton to Town Centre) to include Cundy Cross
 - Penistone Bridge End junction
 - Town End junction
 - Smithies Bridge
 - Darton Active Travel Routes
 - River Dearne Active Travel routes

3.8.3 These schemes directly target areas that the public believe to be the most congested junctions and travel corridors, as well as schemes which will deliver the benefits said to encourage active travel and bus and rail patronage.

4 IMPLICATIONS OF THE DECISION

4.1 Financial and Risk

4.1.1 Consultation on the Financial implications of this report have taken place with representatives of the Director of Finance (Section 151 Officer).

4.1.2 The cost of the consultation exercise was contained within current agreed CRSTS funding. As individual schemes progress and require engagement, these will be recharged to the relevant CRSTS approved scheme.

4.2 Legal

4.2.1 There are no legal implications at this stage.

4.3 Equality

4.3.1 An Equality Impact Assessment (EIA) pre-screening has been completed in accordance with the EIA policy. For the purpose of this report, no potential for unlawful discrimination and/or low level or minor negative impact has been identified, therefore a full EIA has not been carried out. However, for the individual work streams/projects individual EIA's will be undertaken.

4.4 Sustainability

4.4.1 The Sustainable Decision Wheel has been completed which shows positive impacts for the CRSTS programme of schemes to be delivered.



4.5 **Employee**

There are no issues arising directly from this report. The recently accepted Revenue Funding as well as this capital funding will enable additional resources to be brought in as and when required. The CRSTS programme funding is released in stages to develop the Strategic Outline and Full Business Cases which will cover existing staff costs.

4.6 **Communications**

All SYMCA business case submissions are high profile schemes and appropriate communication strategies are being developed linked to the signing of the funding agreement. Releases will also need to be agreed and co-ordinated with SYMCA arrangements.

Timely and accurate information will be provided through appropriate press releases, social media/website updates, local member briefings, and engagement with key stakeholders

5. **GLOSSARY**

SYMCA - South Yorkshire Mayoral Combined Authority (SYMCA) submitted a bid to the DfT – Department of Transport

CRSTS - City Region Sustainable Transport Settlement

HMB - Highway Maintenance Block

TCF - Transforming Cities Fund

6. **LIST OF APPENDICES**

None

7. **BACKGROUND PAPERS**

None

8. **REPORT SIGN OFF**

Financial consultation & sign off	Senior Financial Services officer consulted and date Ashley Gray 8 August 2023
Legal consultation & sign off	Legal Services officer consulted and date Cheryl Redford 7 August 2023

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Date: 22 August 2023