

Online Q&A session Tuesday 17 August 2021 – Summary

A short briefing session was held on Tuesday 17 August 2021 at 18:00 to discuss the material from the PDF, available on the TSY website. The floor was then opened up for questions.

A summary of the key discussion points and questions raised by members of the public (set in bold italic) are detailed in the table below.

Topic	Summary of Discussion
Introduction	<ul style="list-style-type: none"> • In light of the current pandemic and the social distancing measure in place, it is important to continue with project delivery and associated consultations, but also equally important to ensure consultations are accessible to everyone. Our approach involves a combination of traditional and digital measures to access a range of people. • Due to restrictions imposed by COVID-19 on holding public gatherings, 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 consultation period runs from the 26 July 2021 – 3 September 2021. Please provide your feedback by completing the questionnaire at www.travelsouthyorkshire.com/A61. • We have an email address for any further questions communications@sypte.co.uk.
Key parties involved	<ul style="list-style-type: none"> • SYPTE • Sheffield City Region Mayoral Combined Authority (SCR) • Barnsley Metropolitan Borough Council <p>Design Engineers</p> <ul style="list-style-type: none"> • ARUP <p>Cost Management and Project Administration</p> <ul style="list-style-type: none"> • Turner & Townsend
Context and Funding	<ul style="list-style-type: none"> • Sheffield City Region (SCR) was awarded £166m of Transforming Cities Fund (TCF) money for active travel and public transport schemes, the A61 Wakefield Road Scheme is one of these projects. • SYPTE manage public transport services across South Yorkshire and are the promoter of the Scheme. • SCR are providing the funding through the TCF. • Barnsley Metropolitan Borough Council (RMBC) are the local authority covering the area and will be responsible for approving the scheme. • SYPTE will apply to BMBC for planning permission for the scheme.

<p>The Scheme</p>	<p><u>A61 Wakefield Road, Barnsley</u></p> <ul style="list-style-type: none"> • The widening of Old Mill Lane Bridge to accommodate four traffic lanes, an inbound bus lane and a shared pedestrian/cycle pathway at both sides of the highway, which will improve traffic flow across the bridge as well as encouraging active travel. • Widening the carriageway between Smithies Lane and Carlton Road junctions to four lanes to provide greater capacity between the two signalized junctions. These layout changes will allow traffic to flow more freely whilst retaining a safe place for people to cross the road. • You can view our webpages for the proposals including the PDF here: travelsouthyorkshire.com/A61.
<p>Comments, Questions and Answers</p>	<p>1. <i>Apart from the two properties at the bottom of Carlton Hill there aren't a lot of properties involved are there?</i></p> <p>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.</p> <p>2. <i>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?</i></p> <p>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.</p> <p>3. <i>When will the construction start?</i></p> <p>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.</p> <p>4. <i>Does "inbound" mean buses coming from out of Barnsley into Barnsley?</i></p> <p>Yes, it does.</p>

5. 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.

6. Outbound buses will have to use existing lanes that are shared with general traffic. Buses do stop in this section causing hold-ups.

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.

7. 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.

8. 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.

9. 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.

Timeframe	we will analyse the feedback from the public consultation and prepare a Statement of Community Involvement, which will be taken into account when submitting the planning application in August/September 2021.
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