

A628 Dodworth Road Broadway junction improvement

Frequently Asked Questions

Updated 2nd July 2019

In July 2018, Cabinet approved the A628 Dodworth Road / Broadway Junction Improvement scheme (Cab.25.07.2018/15 refers) which considered the options and outlined the preferred solution to address congestion on the A628 Dodworth Road / Broadway Junction, between the town centre and M1 Junction 37. That approved in principle the appropriation of up to 6 hectares of land. The Service Director for Regeneration and Culture, was authorised to undertake the statutory consultation and then report the results of that consultation to Cabinet, assessing the representations received and making a recommendation as to whether, in the light of the representations, the land should be appropriated or not

It is a legal requirement that the Council designates the land on which the works are to be carried out for the relevant statutory purpose; which in this case is for highway purposes. This is known as "Appropriation". The appropriation process is a standard procedure, separate to the planning process that the Council has to carry out. There is a legal requirement under the Local Government Act 1972 to issue a public notice and to consider any representations or objections.

The Council published a notice of the proposed appropriation in the Barnsley Chronicle on both the 8th and 15th March 2019, as required by Section 122 of the Local Government Act 1972, inviting representations to be made in writing to the Council no later than 8th April 2019.

Cabinet will consider on the 10th July 2019 the responses received from members of the public following the appropriation consultation procedure carried out under Section 122 of the Local Government Act. In addition, this report will outline to Cabinet, the considerations of whether approximately 1.133 hectares of Penny Pie Park is no longer required for the purposes for which it is currently held and may be used instead, for highway purposes.

The Land Appropriation at Penny Pie for Highway Purposes Cabinet report and all supporting documents can be accessed directly via the following link:

<https://barnsleymbc.moderngov.co.uk/ieListDocuments.aspx?CIId=135&MIId=5765&Ver=4>

Planning Permission

On Tuesday, 18th December 2018, the Council's Planning Regulatory Board (PRB) resolved to grant a planning application (Ref - 2018/0965) to make improvements to the A628 Dodworth Road, Broadway junction.

Prior to the application being considered by PRB, a request was made to the Secretary of State, to ask him to "call in" the application, meaning that he would become the decision maker. In light of this request, the Council agreed not to issue the decision, pending confirmation from the Ministry of Housing, Communities and Local Government, as to whether or not the Secretary of State has decided to call in the application. Following the Secretary of State's decision not to call in the planning application, the planning decision notice was made public on 18th February 2019.

The planning application can be accessed directly via the following link:

Following the Secretary of State's decision not to call in the planning application for the new road scheme on the A628 Dodworth Road and Broadway, Barnsley Council has given notice that it proposes to appropriate 1.133 hectares of land it owns at Penny Pie Park from public open space to public highway.

It is a legal requirement that the Council designates the land on which the works are to be carried out for the relevant statutory purpose; which in this case is for highway purposes. This is known as "Appropriation".

The appropriation process is a standard procedure, separate to the planning process that the council has to carry out. There is a legal requirement under the Local Government Act 1972 to issue a public notice and to consider any representations or objections.

1. What is the proposed development?

The scheme will include:

- The construction of a new signalised junction of Dodworth Road, Pogmoor Road and Broadway.
- The realignment and upgrade of Dodworth Road and Pogmoor Road
- The creation of a new link road through the existing green space, from Pogmoor Road railway bridge to a new junction with Dodworth Road
- The closure of existing Pogmoor Road at its junction with Dodworth Road
- The creation of a new access for the closed section of Pogmoor Road linking into Whitehall Avenue with access onto the revised Pogmoor Road
- The creation of a new access to Horizon Community College
- Implementation of 14 toucan (pedestrian and cycle) signalised crossing points as opposed to the current 5 and 1 uncontrolled crossing point
- The construction of associated highway drainage system
- The erection of new energy saving street lighting
- A new combined flexi-pave footway and cycleway to follow informally created desire lines
- Landscaping scheme to enhance Penny Pie Park and to mitigate for any loss of existing planting within the park, including the re-design and renovation of Penny Pie Park to provide a new park layout that incorporates all existing facilities
- a coherent, easily used and attractive manner, with additional features to upgrade the park (the intention is to maintain connectivity for users, and to offset the loss of trees through new tree planting)
- Construction of a new Multi Use Games Area (MUGA) to replace the existing MUGA
- Construction of a new Neighbourhood Equipped Area for Play (NEAP) with a catchment area of 1000 metres to replace the existing Local Equipped Play Area) LEAP with a catchment area of 400 metres. Additional 3 equipment from 5 to 8 equipment pieces.
- Re-siting of the outdoor gym
- Story trail retained with some pieces re-sited
- Relocation of the existing children's hospital air ambulance charity 'embrace' helicopter area (Embrace the children's hospital air ambulance charity is considering new locations to relocate to; however permission will still be retained to land if necessary).
- Upgrading of Pogmoor recreation ground with a formalised new flexi-pave footway footpath linking the two entrances, benches, tree planting and dog fouling bins
- Upgrading of Sugden's recreation ground on Stocks Lane will be upgraded from an EPA to a NEAP, which has a wider catchment area of 1000m, as oppose to 400m and has additional 5 new pieces of equipment from 3 to 8 equipment pieces.

2. Why is this project necessary?

For some time the council has been exploring options to ease existing congestion and improve air quality along Dodworth Road.

We need to find a long term solution that will provide enough capacity for the current volume of traffic as well as accommodating the future business and housing growth aspirations of Barnsley.

Junction 37 of the M1 is the key route into Barnsley town centre. Traffic modelling indicates that traffic could be queuing back onto the M1 by 2023. Highways England is responsible for managing the M1 motorway and could use statutory powers against the Council, as Highway Authority, should this occur.

Stagecoach provided evidence of Bus journey times on from M1 Junction 37 into the town centre, showing that they have almost trebled in less than two decades, from a morning rush hour average of ten minutes in 2,000 to around 27 minutes today.

Summary of the journey times* is shown below:

	Journey time in 2000	Journey time in 2017
AM peak (in bound -M1 J37 to town centre)	10 mins	26 mins
PM peak (in bound -M1 J37 to town centre)	10 mins	17 mins
AM peak (out bound - town centre to M1 J37)	10 mins	14 mins
PM peak (out bound - town centre to M1 J37)	10 mins	16 mins

*Timing point at Dodworth, is Mitchelson Ave / Hawthorne Crescent Stops S 370050307 (outbound) and 370055177 (inbound). The starting point since 2007 has been the Interchange. In 2000 it was the old bus station which was effectively the same site.

3. How will the scheme benefit Barnsley residents?

One of the council's key priorities is to create a thriving and vibrant economy. This means we need to create more and better jobs, support good business growth, and connect local people with these opportunities.

The delivery of the scheme will support us in maximising the employment and housing opportunities identified in the Council's previous Core Strategy and recently adopted Local Plan contributing to the provision of employment land to attract new investment and / or allowing existing businesses to stay in the area and expand.

The primary objectives of the scheme are to:

- Ease congestion at the A628 Dodworth Road / Broadway crossroads
- Improve the strategic highway access from the M1 J37 to Barnsley
- Ease congestion on the M1 J37 Southbound off-exit
- Maximise design opportunities that will encourage active travel (walking and cycling)
- Support future growth as identified in the Council's Core Strategy

4. How will the scheme improve journeys for road users?

The delivery of any highway improvement scheme will impact on the road users during construction, however, once completed, the scheme will:

- Reduce congestion and queue lengths
- Improve safety in the vicinity of Horizon Community College
- Improve cycling and walking routes in the vicinity

5. How does the scheme ease congestion problems currently experienced in that area during peak times?

From the M1, traffic will take a left turn onto a one-way gyratory road, which adds a length of road to the route. This will help traffic to flow freely and therefore reduce queuing times on Dodworth Road.

6. What alternatives were considered and why were these not suitable?

- Option A The construction of a roundabout in the greenspace between roadway and Horizon Community College and a diverted Pogmoor Road. 16 variations of this option were tested. The short and limited stacking space for queuing vehicles limits capacity of this option for certain movements, and coupled with three adjacent road junctions, present co-ordination challenges.
- Option B The construction of left turn flares at the existing crossroads. Four variations of this option were tested. This option requires compulsory purchase of third party land, along with development in the greenspace and did not resolve all forecast issues.
- Option C The construction of a roundabout in the greenspace, linking into the access to Horizon Community College and a diverted Pogmoor Road. Eight variations of this option were tested. This option presents navigational challenges for pedestrians and cyclists and does not resolve all forecast capacity issues.
- Option D The construction of a roundabout to replace the existing crossroads. This option requires compulsory purchase of third party land, along with development in the greenspace and did not resolve all forecast capacity issues.
- Option E The construction of a gyratory in the greenspace, with a diverted Pogmoor Road. This option did not resolve all forecast capacity issues.
- Option F The construction of a left turn flare from Dodworth Road (West) into Pogmoor Road. This option requires compulsory purchase of third party land to accommodate the flare, and would severely impact on residents' vehicle movements to access / egress their properties, in addition, this option did not resolve all forecast capacity issues.
- Option G This is the preferred option. See below.
- Option H Dualling of Dodworth Road between the crossroads and J37 of the M1, with additional short turn left flares from Dodworth Road in to both Pogmoor and Broadway. This option requires compulsory purchase of significant third party land to accommodate the flare and additional lanes and in addition, this

option did not provide a comparable level of capacity when compared to the Option G.

This summary table shows the impact of each option:

Option	CPO Required	Impacts on the green space	Presents navigational challenge for pedestrians / cyclists	Resolves capacity issues
A	x	√	√	X
B	√	√	X	X
C	x	√	√	X
D	√	√	X	X
E	x	√	X	X
F	√	√	X	X
G	x	√	X	√
H	√	√	X	X

Option G has the greatest impact on the green space when compared to the other potential options.

All of the options encroached into the green space to some degree; however this scheme is predicted to have the greatest level of benefit in terms of capacity, reduced journey times and reduced delays. Unlike some of the alternative options (B, D, F), it does not result in demolition of any residential properties.

7. How will the project impact Penny Pie Park?

Whilst having a positive effect on the traffic flow and access to Barnsley, it is recognised that the Dodworth Road Highway scheme significantly encroaches into the area known as Penny Pie Park.

This would occur with each of the potential options assessed, but in contrast, unlike some of the alternative options; it does not result in the acquisition and demolition of any residential properties.

To compensate for the impact of the scheme on the greenspace known as Penny Pie Park, the facilities currently on offer will be enhanced, and a high quality, functional and attractive environment for the neighbourhood area will be created. A plan showing the proposed improvements to Penny Pie Park, which have been developed in consultation with the Friends of Penny Pie Park, who are a constituted community group, can be accessed here:

<https://www.barnsley.gov.uk/media/11401/plan-showing-the-proposed-improvements-to-penny-pie-park.pdf>

Consultation with this established community group will continue during design refinements and delivery.

8. How much green space will be left?

The delivery of the scheme reduces the current green space from 4.59 hectares to 3.55 hectares.

Current situation: 1 x large park area totalling 4.59 hectares

Proposed situation after highway works:

- 1 x park area north of the new road 1.77 hectares
- 1 x park area in the middle 1.66 hectares
- 2 x small green spaces adjacent Pogmoor Road 0.079 hectares and 0.046 hectares

Total park area remaining 3.55 hectares.

9. What are the proposals to mitigate the impact on the green space?

- Enhanced Children’s Play Area

The current play area is a local equipped play area (LEAP) and has 5 items of play equipment, but as part of the proposals would be upgraded to Neighbourhood Equipped Play Area (NEAP). This means that it would have no less than 8 items of play equipment, and would be designed to serve a substantial residential area with a minimum play zone of 1,000sqm. The NEAP would be located in the retained section of the park that would be preserved to the north of the new road system, which is the approximate location of the current play area.

The nature story trail is largely unaffected by the proposals, but where necessary any features that need to be moved will be re-sited within the park.

- New Multi Use Games Area

As part of the proposals, a new multi-use games area will be provided in the section of the park that would be preserved to the north of the new road system in the vicinity of the children’s play area, this has a catchment area of 1200 meters

- Outdoor Gym

The current Outdoor Gym will be re-sited in the section of the park that would be preserved to the north of the new road system in the vicinity of the children’s play area and new multi-use games area.

- Improvements to Pogmoor Recreation Ground and Sugden’s Recreation Ground

Furthermore enhancements will be provided at Pogmoor and Sugden’s Recreation Grounds located nearby, shown on plan attached at Appendix 8. This would consist of the upgrade of the equipped children’s play area from Equipped Play Area (EPA) to Neighbourhood Equipped Area for Play (NEAP) standard at Sugden’s Recreation Ground at Stocks Lane, which has a wider catchment area of 1,000 meters, as opposed to 400 meters and has additional 5 new pieces of equipment from 3 to 8 equipment pieces. Pogmoor Recreation Ground will benefit from improved pedestrian access with provision of footpath, benches and dog fouling bins.

A summary table is shown below:

	Current Situation	Proposed Scheme / Impact / Mitigations
Size of park	4.59 hectares	3.46 hectares

Crossing points	5 pedestrian signalised crossing points 1 uncontrolled crossing points	14 toucan (pedestrian and cycle) signalised crossing points
Trees	<u>Penny Pie Park:</u> Current number of trees = 239 (including recently planted community orchard of mixed trees).	<u>Penny Pie Park:</u> Removal of 75 trees (table 4 - tree survey, planning documents reference: 2018/0965) Planting of over 100 new extra heavy standard trees (landscape architect's current estimate) There will be a minimum of 264 trees in Penny Pie Park after completion of the works and we are still working with the landscape architect to see if this can be increased and incorporated into the design / usage.
On-site play provision	<u>Penny Pie Park:</u> The local equipped play area (LEAP) with a catchment area 400 meters 5 number of equipment pieces Multi Use Games area (which has a catchment area of 1200 meters) Story trail Outdoor Gym Equipment	<u>Penny Pie Park:</u> Upgraded to a Neighbourhood Equipped Play Area (NEAP) with a catchment area 1000 meters 8 number of equipment pieces New Multi Use Games area (which has a catchment area of 1200 meters) Story trail retained with some pieces re-sited Outdoor Gym Equipment retained and re-sited
On-site footpaths	<u>Penny Pie Park:</u> Flexi-pave to the north of the park from Grosvenor Walk, behind the nature trail and play equipment linking to Pogmoor Road.	<u>Penny Pie Park:</u> Flexi-pave to the north of the park from Grosvenor Walk, behind the nature trail and play equipment linking to Pogmoor Road. In addition, the creation of a new flexi-pave 3 metre shared foot / cycle path to follow current desire line through the central park area linking Pogmoor Road to Dodworth Road providing a clear dedicated route.
Off-site provision	<u>Pogmoor Recreation Ground:</u> Football Pitch	<u>Pogmoor Recreation Ground:</u> Retained Football Pitch Improved pedestrian access with provision of footpath, benches and dog fouling bins.

Off-site provision	<u>Sugden's Recreation Ground:</u> Equipped Play Area (EPA) with a catchment area of 400 meters 3 pieces of equipment	<u>Sugden's Recreation Ground:</u> Upgraded to Neighbourhood Equipped Play Area (NEAP) with a catchment area 1000 meters 8 number of equipment pieces
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10. Are any trees being removed and will they be replaced?

There are currently 239 trees (including recently planted community orchard of mixed trees)

The scheme will impact on the removal of 75 trees (table 4 - tree survey, planning documents reference: 2018/0965)

As part of the redesign, over 100 new extra heavy standard trees (landscape architect's current estimate) will be planted

There will be a minimum of 264 trees in Penny Pie Park after completion of the works and we are still working with the landscape architect to see if this can be increased and incorporated into the design / usage.

11. What will happen to the helicopter landing pad?

'Embrace' the children's hospital air ambulance charity, is considering new locations to relocate to, however permission will still be retained to land if necessary.

12. How will the scheme affect air quality?

As traffic will be more free flowing, air quality should improve as there will be less standing traffic on Dodworth Road between the motorway and the crossroads.

The results of the modelling has shown that some locations, especially nearest the crossroads would benefit. There are some locations that would have a slight adverse effect but the locations that are predicted to have the increase in Nitrogen Dioxide gas would remain within permitted levels. Elsewhere, the scheme is predicted to have "negligible" or "slight to substantial benefit".

13. How will the scheme effect noise quality?

The noise reports highlight that there are 2,153 residential properties and 5 non-residential noise sensitive buildings that fall within the 600m calculation area that is used to evaluate noise levels. For properties and buildings outside of this calculation area, but within 1km, a wider study area impact assessment has been carried out.

Of the 2,153, some 56 properties, which currently experience high noise levels, could see an increase. The significant and moderate impact at these 56 properties may be avoided through the implementation of a noise insulation scheme, in line with the Noise Insulation Regulations' package of measures, assuming the residents accept any offer made. We're looking at a range of options to lessen the impact of these effects which can be seen in the information on the planning portal.

The noise mitigation options considered were:

- Option A: 3m high earth bund with a 1m noise barrier on top of the bund, 1.5m high gabion wall along existing Pogmoor Road near junction with Whitehill Avenue and 2.4m high noise barrier along driveway of Firs Care Home
- Option B: 1.5m high gabion wall along the north perimeter of Penny Pie Park, 1.5m high gabion wall along existing Pogmoor Road near junction with Whitehill Avenue, 1.0m high gabion wall along outer perimeter of new gyratory link, a 2.4m high noise barrier along the east perimeter of Penny Pie Park and 2.4m high noise barrier along driveway of Firs Care Home
- Option C: 1.5m high gabion wall along the north perimeter of Penny Pie Park, 1.5m high gabion wall along existing Pogmoor Road near junction with Whitehill Avenue, 1.0m high gabion wall along outer perimeter of new gyratory link, a 3.0m high noise barrier along the east perimeter of Penny Pie Park and 2.4m high noise barrier along driveway of Firs Care Home

If there was no noise mitigation then the remaining park after the road construction would be 35,720sqm, therefore:

	Area Required (sqm)	Area of Park Remaining (sqm)	% reduction
Option A	7,700	28,020	22
Option B	292	35,428	1
Option C	292	35,428	1

Option C is the preferred option.

14. How do you know that that land is suitable for building a road, given it was a former council tip, (is methane gas going to be an issue)?

Detailed geotechnical site investigations have now been carried out to determine the nature of the ground stabilisation works required prior to the construction of the proposed future highway improvement scheme.

Methane monitoring is and has been carried out on all former landfill sites in previous years, continuous monitoring will be ongoing during the construction phase.

15. What are the timescales for the project?

The timescale for the project will be updated if appropriation of land is approved.

It is anticipated that the scheme works would take approximately 12 months to deliver.

16 . How is the project being funded?

The estimated cost of the recommended option (option G) totals £4.352M.

The council has subsequently set aside funding totalling £2.181M from the 2020 Capital Programme Fund for the scheme.

In addition to the council's own resources, a successful bid for funding via the Sheffield City Region Investment Fund (SCRIF) totalling £1.171M has recently been secured, subject to agreeing a SCRIF funding Agreement following full planning consent for the scheme.

Furthermore, an additional £1.000M of Sheffield City Region funding has also been approved for the scheme, following realignment of the South Yorkshire Passenger Transport 2018/19 budget.

The Sheffield City Region Investment Fund (SCRIF) is made up of the Government's Local Growth Fund resources, which is part of the Government's continued investment in the Northern Powerhouse.

Barnsley Council Capital funds are used to pay for the purchase or improvement of council assets used in the delivery of services. They are usually large in value and provide benefits over a longer period of time. This includes purchasing land, equipment, buildings and road improvements.

Capital funds are separate to our revenue budget and cannot be used to fund running costs. Capital funding can come from a number of sources including:

- Specific grants to pay for specific schemes or initiatives
- Borrowing
- Match funding/contribution from external parties
- Money set aside as reserve from the revenue budget
- Receipts from selling off assets e.g. land

Previous statements released can be seen at the link:

<https://www.barnsley.gov.uk/statements/a628-dodworth-road-highway-improvements-m1-i37-all-statements/>