

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE**

A628 Dodworth Road / Broadway Junction Improvement

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is:
- 1.2 to consider the options and outline the preferred solution to address congestion on the A628 Dodworth Road / Broadway Junction, between the town centre and M1 Junction 37;
- 1.3 to seek approval to undertake all statutory procedures required to deliver the scheme,
- 1.4 outline the impact of the proposed scheme on the public open space, and the options proposed to address such.
- 1.5 to consider whether to appropriate land from public open space purposes to highway purpose
- 1.6 to seek approval to enter into negotiations with Sheffield City Region regarding the SCRIF funding Agreement for a contribution of £1.171m towards the delivery of highway improvement scheme (subject to planning approval).

2. RECOMMENDATIONS

- 2.1 **It is recommended that Cabinet:**
- 2.2 **Approves the A628 Dodworth Road / Broadway Junction Improvement totalling £4.352M (as detailed in Section 7 Financial Implications) and amends the Council's approved capital programme accordingly.**
- 2.3 **The Executive Director of Place be authorised to undertake all necessary steps to secure the scheme.**
- 2.4 **The Service Director for Environment and Transport be authorised to;**
 - **seek planning permission for the scheme attached detail in appendix 1.**

- under the terms of the Barnsley Contract Procedure rules, if necessary, seek tenders for any aspect of the project and appoint the successful tender on the basis of most economically advantageous bid; and or consider whether the works, services or goods can be provided in-house, subject to value for money considerations,
- agree the relocation of the area designated for the emergency helicopter landing within the retained area of greenspace

2.5 The Executive Director of Core Services in consultation with the Executive Director of Place be authorised to:

- negotiate the terms and conditions of a Funding Agreement with Sheffield City Region, and that Cabinet delegate the final approval of the terms of the Funding Agreement to the Cabinet Spokesperson – Place.
- make and publish a Side Roads Order under sections 14 and 125 of the Highways Act 1980 to deal with the required changes to the existing highway network to accommodate the scheme, to submit the order to the Secretary of State for Transport for confirmation and to take all necessary steps to secure confirmation of the Order including (if necessary) supporting the order at a local public inquiry.

2.6 Cabinet approve in principle the appropriation of up to 6 hectares of land identified in plan attached at appendix 1, from public open spaces to highway purposes and the Service Director for Regeneration and Property, be authorised to undertake statutory consultation and

- if no relevant objections to the consultation are received, to appropriate the land for highway purposes.
- if relevant objections to the notice are received a report to be brought to cabinet to consider making a decision whether to appropriate.

3. INTRODUCTION

3.1 The A628 Dodworth Road leading from Junction 37 of the M1 motorway to the Barnsley town centre is one of the key radial routes within the borough. Over time, both the population of the borough and levels of car ownership have increased, meaning that capacity of the road, particularly at peak times, has declined.

3.2 In response to this, there have been a number of incremental measures implemented to accommodate traffic growth within the confines of the existing highway network. In 2006 the Dodworth by-pass was constructed to the west of the M1 motorway and in 2015 improvements were carried out to the M1 Junction 37 gyratory which included the signalisation of the M1 Junction 37 gyratory and the introduction of additional lanes on some of the approaches. These previous improvements have yielded significant benefits including revocation of the Air Quality Management Area (AQMA) that existed within Dodworth by reducing

queuing and improving journey times relative to what they would have been. In turn they have also helped to keep the section of the M1 close to junction 37 free flowing.

- 3.3 The section of Dodworth Road that has proven to be more difficult to address in respect of congestion has been the crossroad junction with Broadway and Pogmoor Road. The focus has been on improving the operation of the traffic signals so that they are able to detect which approaches have the longest queues and increase the amount of green time allocated accordingly. The traffic signals are operating at full capacity, and regrettably, nothing more can be done within the confines of the existing highway to improve the efficiency of this signal controlled junction further, to address current congestion level and capacity constraints within an existing AQMA. Therefore a long term solution is required that will provide sufficient capacity to ensure that the current and future growth aspirations of the borough can be accommodated.
- 3.4 This report details the feasibility and design that has already been carried out to identify a solution to address the issues highlighted in 3.1 – 3.3 above, including the testing of numerous potential solutions, and will explain the reasoning behind the preferred option. It also details the steps taken to secure external funding that will complement the council's own capital investment to deliver the proposed scheme if approved.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The proposal is for the council to commence statutory procedures, including a planning application submission for the scheme attached at Appendix 1, to address the congestion issues at A628 Dodworth Road / Pogmoor Road crossroads. This scheme involves the construction of a new gyratory along the A628, stopping the right turn movement into Broadway from the A628 Dodworth Road (West), an additional ahead lane eastbound into Barnsley, and will form a new one way road through part of Penny Pie Park.

Existing Situation

- 4.2 In 2016, AECOM were commissioned to carry out an assessment of the A628 Dodworth Road / Pogmoor Road crossroads to ascertain the current capacity of the junction, and also its likely future capacity having regard to current growth that has been committed to as well as additional planned future growth aspirations.
- 4.3 Aecom's report concluded that the Dodworth Road / Pogmoor Road crossroads junction is at full capacity once committed developments in the vicinity (such as employment sites nearest to M1 Junction 37 Capitol Business Park) are factored in. This conclusion is supported by the anecdotal evidence from those using that route on a daily basis that regularly experience long queues on each approach in both the morning and afternoon peak periods.

Air Quality

- 4.4 In 2005, partly due to the levels of congestion at the Dodworth Road / Pogmoor Road crossroads junction, an Air Quality Management Area (AQMA) was declared on the section of Dodworth Road between Townend Roundabout and M1 J37. Since then, this AQMA has been subject to various interventions to reduce traffic emissions such as those referred to in paragraphs 3.1 - 3.3. These interventions, coupled with the penetration of newer, less polluting vehicles into the vehicle fleet have resulted in a reduction in air pollution concentrations in this AQMA between M1 J37 and Dodworth Road / Pogmoor Crossroads in particular. However, a continued increase in traffic congestion could well jeopardise this progress. Highways, Engineering and Transportation will ensure that all relevant ecological, noise and air quality surveys that are required to feed in to the statutory processes are completed to ensure that any issues that are identified can be fully considered.
- 4.5 In addition to the environmental considerations described in 4.4 it is notable that Horizon Advanced Learning Centre situated on Dodworth Road, currently operates staggered start and finish times in order to mitigate the impact of school traffic on the highway network. Originally there were 5 staggers with each school year starting and finishing half an hour apart. This posed significant challenges for the school by lengthening the school day considerably reducing opportunities for after school activities. Since opening, the number of staggers has been reduced to 4 and the school has reported significant benefits as a result of this. Although no formal proposal has been presented, the council need to be mindful that the school may wish to explore further reductions in the number of staggers if conditions on the highway network permit them to do so. If the reduction in the number of staggers is feasible in the future, it would be necessary to look at improving pedestrian crossing facilities to accommodate higher volumes than at present. The scheme will provide the necessary measures required to ensure that it has the potential to improve pedestrian safety outside the school.

Future Growth

- 4.6 In addition, to the environmental impact of the congestion and any potential safety benefits, it is also important to recognise the detrimental impact on productivity as a result of increased journey times and the potential adverse impact on the town centre, which has previously experienced significant leakage of retail expenditure to out of town destinations such as Meadowhall. To address this the Council is investing substantial amounts into regenerating the town centre but for the benefits of these investments to be fully realised it will be important to ensure that key radial routes into and out of the town centre remain relatively free-flowing, particularly during peak times.
- 4.7 The evidence therefore shows that there are compelling reasons to increase the capacity of the Dodworth Road/Broadway/Pogmoor Road junction based on existing congestion and committed development. However, to inform the amount of additional capacity that needs to be provided it is necessary to consider likely levels of future growth.

- 4.8 The Council's Core Strategy aims to deliver 21,000 homes and 17,500 jobs on top of base development, and forms part of the current development plan for the borough until 2026, and identifies Urban Barnsley as the area where the most development should take place in order to enhance Barnsley's role as a sub-regional town.
- 4.9 Future growth aspirations of the borough are also identified in the Economic and Housing Strategies and the emerging Local Plan, which aim to significantly increase the local business base and number of new jobs in an attempt to close a substantial gap between the borough's job density and the regional and national averages. This is considered essential for the wellbeing and prosperity of the borough and its residents.
- 4.10 The Core Strategy is not a spatial plan, so traffic modeling such a strategy presents a challenge. However Aecom have concluded that "it seems very reasonable to expect that the Core Strategy development would have a similar spatial distribution to the development of the emerging local plan, given the development levels in the emerging local plan and Core Strategy are broadly similar, the difference being that the Core Strategy would be delivered a few years earlier (2026 as opposed to 2033). Therefore the results of the local plan traffic modelling assessment for the junction/corridor can be used as a reasonable proxy for the purposes of understanding the potential impact of the Core Strategy".
- 4.11 The current congestion levels and capacity constraints, in addition to the level of traffic that will be generated from current planning permissions and together with the employment and housing opportunities identified in the existing Core Strategy, means that without highways improvements or a massive shift from private car usage to public transport and active travel (which the council are fully committed to encouraging), the future growth aspirations of the borough, i.e. the current Core Strategy will be unable to be accommodated.

Modal Shift

- 4.12 The starting point for the council when seeking to address capacity issues on the network is to consider whether or not it would be possible to achieve the necessary modal shift from private car usage to more sustainable modes of transport such as public transport or active travel (cycling & walking). Not only would these potentially be a better way of addressing health and air quality but they would also be a more effective way of reducing carbon emissions and the associated impact of climate change.
- 4.13 In terms of active travel, the Council is involved in a number of initiatives to promote walking and cycling. Over the past 4 years, £3.9m external capital funding has been secured and provided improved and new cycleways within the borough (including Dearne Valley Enterprise Corridor and Pontefract Road to Town Centre) and £1.1m external revenue funding has been secured to promote and encourage active travel in the borough including the Cycle Hub, Dr Bike and Bike Loans. The Council is currently developing its Active Travel Strategy and will seek to ensure that walking

and cycling routes are considered and promoted throughout the design and delivery of any potential highway improvements in the borough. However it is recognised that it is unlikely that the modal share of active travel within the borough will increase to such an extent that it would not be necessary to improve the capacity of the Dodworth Road/Broadway/Pogmoor Road junction.

- 4.14 In respect of modal shift from car to bus, bus patronage has been falling within the borough and this mirrors both the national and regional trend. This is despite significant investment over previous decades in bus priority measures such as bus lanes delivered elsewhere in the borough and investment in newer vehicles. To address this, the Barnsley Bus Partnership was established and is working with the commercial and statutory public transport sector to enhance the bus network, services and ticketing initiatives. However, the increasing congestion on Dodworth Road is continuing to have a detrimental impact on service quality and significant increases in journey times for buses using this corridor between Barnsley Town Centre and Dodworth. Stagecoach have confirmed that in 2000, inbound journeys took 10 mins in both the AM and PM peak. By April 2017, journey times for the inbound AM peak had increased to 26 mins, with the PM peak increasing to 17 minutes. In addition, the, outbound journeys in the AM and PM peak in 2000 took 10 mins. By April 2017, journey times for the outbound AM peak had increased to 14 mins, with the PM peak increasing to 16 minutes. Not only does this make bus use less attractive as a potential travel mode to members of the public, but in a deregulated bus market, the financial viability of providing a bus service along Dodworth Road becomes more difficult to justify as increasing levels of investment are regularly required to maintain the same levels of service and punctuality, and as a result at least one of the bus operators has had to reduce the frequency of their services. In addition to the above, the Dodworth Road corridor does not benefit from any bus priority measures largely due to not being able to be accommodated within the confines of the existing highway. The council acquired a parcel of land at the time when the Dodworth by-pass was constructed, for a potential park and ride. Regrettably, due to the confines of the site, the unfeasibility of providing bus priority measures in the vicinity and park and ride not proving to be as effective as was originally envisaged elsewhere within the borough, the proposal could not be progressed.
- 4.15 In contrast, the borough has seen a notable increase in rail patronage which mirrors the national trend. This has been particularly evident of the Hallam Line which can in part be attributed to the introduction of the fast Sheffield to Leeds service via Meadowhall, Barnsley and Wakefield Kirkgate. In 2015 the Council published its Rail Vision, which is in the process of being updated to reflect significant changes that are likely to emerge through Northern Powerhouse Rail and HS2 as well as the commitments contained within the various franchises. This process has involved significant engagement with Network Rail, South Yorkshire Passenger Transport Executive, both city regions, rail operators and numerous other stakeholders— However there are no firm proposals in the short to medium term of delivering rail improvements that would sufficiently offset car journeys along Dodworth Road during peak times.
- 4.16 Based on the above, the existing highway network has to be expanded to increase capacity and so BMBC Highways, Engineering and Transportation Service have

produced a number of highway design solutions, (see section 5), with the primary objectives being to:

- improve the strategic highway access from the M1 J37 to Barnsley;
- alleviate congestion at the A628 Dodworth Road / Pogmoor Road crossroads;
- alleviate congestion on the M1 J37 Southbound exit;
- incorporate where feasible, design opportunities to encourage active travel (walking and cycling);
- facilitate future growth identified in the Core Strategy,

- 4.17 An indicative assessment of the highway options was carried out, with potential solutions further modelled by AECOM to assess the benefits and disbenefits at peak travel times (morning peak 08:00-09:00am and evening peak 17:00-18:00pm), focusing on overall journey times, vehicle flows and an evaluation of the network performance, and after significant testing of the network layout options, the proposed Dodworth Road Highway scheme when compared to the other potential options is predicted to have the greatest level of benefit in terms of, capacity, reduction in journey times and reduced delays.
- 4.18 The preferred scheme is attached at Appendix 1. This scheme has the greatest impact on the greenspace when compared to the other potential options. All of the options encroached into the greenspace 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. But in contrast, unlike some of the alternative options, it does not result in demolition of any residential properties.
- 4.19 To minimise future disruption for local people and highway users, the proposed scheme will be designed to ensure that it has sufficient capacity to deal with the employment and housing opportunities contained within the existing Core Strategy, along with the proposals contained within the emerging Local Plan. It will also provide better access to the redeveloped Town Centre from the M1 and to the western side of the borough.

Greenspace Impact

- 4.20 Whilst having a positive effect on the traffic flow and accessibility of Barnsley, it is recognised that the proposed Dodworth Road Highway scheme significantly encroaches into the area known as Penny Pie Park, however 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.
- 4.21 Therefore a Greenspace Appraisal (see appendix 2) has been carried out by Aecom, using Green Flag Assessment criteria to identify compensatory measures to address the impact of the delivery of the proposed A628 Dodworth Road Highway improvement scheme, and to suggest potential solutions that could upgrade and enhance the green space. This piece of work explores these effects, against a number of impact receptors, including access; facilities and features; and

noise and visual amenity before suggesting potential solutions to compensate for the impact of the proposed scheme.

- 4.22 Based on the standards established within the Council's Green Space Strategy, a Green Space Assessment has been conducted for the Pogmoor and Town End neighbourhood area, and the impact of the proposed scheme has been assessed as follows;
- 4.23 **Child and Youth Facility Sites:** There are 2 youth facilities serving Pogmoor and Town End, one of which is within Penny Pie Park and comprises a Multi-Use Games Area (MUGA) and outdoor gym. There are also 2 LEAP standard play facilities serving the area, one of which is located within Penny Pie Park. The proposed scheme will impact on these facilities and there is a need to ensure they are relocated within the retained park area.
- 4.24 **Outdoor Sports Facilities:** There are 10 Local Neighbourhood Sports facilities (LNSF) within the Pogmoor and Town End neighbourhood area, although only 4 of these have public access. Penny Pie Park has a LNSF function as it includes sufficient space for informal sports play. The proposed scheme will need to ensure the relocation of the MUGA and outdoor gym within the retained park area. Although the proposed scheme will result in a reduced quantity of greenspace available for the informal sports there are other facilities available in the vicinity e.g. Pogmoor Recreation Ground and therefore it is unlikely to negatively impact on neighbourhood accessibility to this type of green space and there will be no significant impact on the provision of District and Borough level sports facilities in the neighbourhood as a result of these proposals.
- 4.25 **Allotment Sites:** There are 3 allotment sites within the neighbourhood area. The proposed scheme will not significantly impact on neighbourhood accessibility to this type of green space.
- 4.26 **Parks and Open Space:** There are no District or Borough level Parks within the Pogmoor and Town End neighbourhood area. There are, however, 20 Local Neighbourhood Green Spaces serving the area. One of these is Penny Pie Park which, at 4.92ha, is the largest green space of this type in the neighbourhood area. Currently the majority of the neighbourhood area is within the 400m catchment area for this type of green space. The proposed scheme will result in a reduced quantity of greenspace available. The proposals in the greenspace appraisal will seek to provide qualitative improvements.
- 4.27 **Natural Area Sites:** There will be no significant impact on the provision of and accessibility to the single Natural Area within Pogmoor and Town End as a result of the proposals.

Proposals to compensate for the impact of the scheme on the green space

- 4.28 The proposals in the Greenspace appraisal will seek to address and compensate for the impact of the proposed scheme on the greenspace known as Penny Pie Park, by enhancing the facilities on offer, and create a high quality, functional and attractive environment for the neighbourhood area. The existing LEAP, MUGA, Outdoor Gym facility will be retained and relocated in the vicinity known as Penny Pie Park, with new footpaths and children's cycle path proposed. Pogmoor Recreation Ground will benefit from improved pedestrian access with provision of footpath, benches and dog fouling bins. Sugdens 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.
- 4.29 The emergency services helicopter currently has permission to land in the area known as Penny Pie Park, which provides swift access to Barnsley District General Hospital. This permission will still be retained within the vicinity , and access for the ambulance will be relocated as part of the proposals.

Planning Application

- 4.30 If the preferred option is supported, it will be subject to a planning application where it will be necessary for the Council, as the applicant, to demonstrate that the benefits of the proposal outweigh the identified disbenefits so that the scheme is capable of complying with the development plan as a whole when having regard to other material considerations. This will involve detailing the proposals that will be delivered to reduce the level of harm.
- 4.31 It will be for Planning and Regulatory Board (PRB) to determine if the proposed qualitative improvements to the existing open space and wider public benefits outweigh the reduced quantity of land and fragmentation of the park (including the loss of opportunities for large scale events). PRB will make its judgement on planning merits alone and separately form any judgement on appropriation.

Appropriation of Land

- 4.32 In order to deliver the proposed scheme it may be necessary to formally appropriate up to 6 hectares of land for highway purposes as identified in appendix 1 in accordance with section 122 of the Local Government Act 1972. The power to appropriate land is generally delegated to the Service Director for Regeneration and Property under the constitution.

As the land being appropriated is public open space, the Council must publish a notice in a local paper for two consecutive weeks and consider any relevant objections arising from the consultation before the appropriation can go ahead. The recommendations take this into account and reserve the final decision on appropriation to Cabinet unless no relevant objections are received.

Legal Analysis

Highways Orders

- 4.38 The scheme involves the construction of a new gyratory system which will interface with existing classified roads, namely A628 Dodworth Road, Pogmoor Road and Broadway. This will involve the construction of new highways, improvements to Dodworth Road, Pogmoor Road and Broadway, relocation of the access into the Horizon College, stopping up of parts of existing highways and the stopping up and provision of new private means of access to premises.
- 4.39 The changes will be dealt with by means of a Side Roads Order made under section 14 and 125 of the Highways Act 1980. This order will be published and there will be an opportunity for objections and representations which are considered by the Secretary of State for Transport who is the confirming Minister.
- 4.40 If there are objections which cannot be resolved the Secretary of State has the power to call a public inquiry to hear the objections.

Sheffield City Region Funding

- 4.41 Barnsley MBC have prepared and submitted a full business case to Sheffield City Region as phase 1 of the M1 Junction 37 Economic Growth Corridor scheme to contribute towards highways infrastructure improvements necessary to alleviate current congestion at A628 Dodworth Road / Pogmoor Road crossroads and unlock capacity constraints to deliver future growth aspirations of the borough. This has progressed through the appraisal process and approved a contribution of £1.17m SCRIF resources towards the scheme.
- 4.42 Negotiations with Sheffield City Region regarding the SCRIF funding Agreement for a contribution of £1.17m towards the delivery of highway improvement scheme are progressing, and, (subject to planning permission approval and satisfactory funding conditions), it is proposed that the council enter into the SCRIF Funding Agreement for a contribution of £1.17m towards the delivery of scheme.

Delivery

- 4.43 Delivery of the works will be considered under the terms of the Barnsley Contract Procedure rules to ensure that the works are delivered successfully ensuring best value for money in terms of cost, quality of work and actual delivery timescales to maximise expenditure
- 4.44 Consideration will be given as to whether the works, services or goods can be provided in-house, subject to value for money considerations, or whether it is necessary to seek tenders for any aspect of the project and appoint the successful tender on the basis of most economically advantageous bid. If the latter, the procurement of the works will be via the YORCIVILS framework contract which has already been established and complies with OJEU regulations. This option was used

successfully for the delivery of the SCRIF funded Highway Improvement scheme at M1 J36 Hoyland.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 Do nothing: The current congestion levels and capacity constraints, in addition the level of traffic that will be generated from current planning permissions and together with the employment and housing opportunities identified in the existing Core Strategy, means that without highways improvements or a massive shift from private car usage to public transport and active travel (which the council are fully committed to encouraging), the future growth aspirations of the borough, i.e. the current Core Strategy will be unable to be accommodated.
- 5.2 Modal Shift : The starting point for the council when seeking to address capacity issues on the network is to consider whether or not it would be possible to achieve the necessary modal shift from private car usage to more sustainable modes of transport such as public transport or active travel (cycling & walking).
- 5.3 In terms of active travel, the Council is involved in a number of initiatives to promote walking and cycling. As detailed in section 4.13, over the past 4 years, £3.9m external capital funding has been secured and provided improved and new cycleways with the borough and £1.1m external revenue funding has been secured to promote and encourage active travel in the borough The Council is currently developing its Active Travel Strategy and will seek to ensure that walking and cycling routes are considered and promoted throughout the design and delivery of any potential highway improvements in the borough. However it is recognised that it is unlikely that the modal share of active travel within the borough will increase to such an extent that it would not be necessary to improve the capacity of the Dodworth Road/Broadway/Pogmoor Road junction.
- 5.4 Public Transport, Bus Patronage: As identified in section 4.14, bus patronage has been falling within the borough and this mirrors both the national and regional trend. To address this, the Barnsley Bus Partnership was established and is working with the commercial and statutory public transport sector to enhance the bus network, services and ticketing initiatives. However, the increasing congestion on Dodworth Road affecting journey times for buses using this corridor between Barnsley Town Centre and Dodworth Not only makes bus use less attractive as a potential travel mode to members of the public, but in a deregulated bus market, the financial viability of providing a bus service along Dodworth Road becomes more difficult to justify. In addition to the above, the Dodworth Road corridor does not benefit from any bus priority measures largely due not being able to be accommodated within the confines of the existing highway. The council acquired a parcel of land at the time when the Dodworth by-pass was constructed, for a potential park and ride. Regrettably, due to the confines of the site, the unfeasibility of providing bus priority measures in the vicinity and park and ride not proving to be as effective as was originally envisaged elsewhere within the borough, the proposal could not be progressed.

- 5.5 Public Transport, Rail Patronage: In contrast, the borough has seen a notable increase in rail patronage which mirrors the national trend, This has been particularly evident of the Hallam Line which can in part be attributed to the introduction of the fast Sheffield to Leeds service via Meadowhall, Barnsley and Wakefield Kirkgate. As detailed in 4.15, the Council published its Rail Vision in 2015, which is in the process of being updated to reflect significant changes that are likely to emerge through Northern Powerhouse Rail and HS2 as well as the commitments contained within the various franchises. Significant engagement with Network Rail, South Yorkshire Passenger Transport Executive, both city regions, rail operators and numerous other stakeholders has taken place. The outcome being that It is not possible to significantly increase rail frequencies along the Penistone Line to encourage modal shift for those commuting into the borough from the West. In addition there are no proposals to increase the frequency of services along the Hallam Line within existing franchises so there is no prospect in the short to medium term of delivering rail improvements that would sufficiently offset car journeys along Dodworth Road during peak times
- 5.6 Based on the above, the existing highway network has to be expanded to increase capacity. In terms of design options, BMBC Highways, Engineering and Transportation Service produced a number of alternative options to alleviate the congestion issues. (A summary of the options tested and discounted is shown below, full details are within the associated appendices).
- 5.7 **Option A** (see Appendix 3) - The construction of a roundabout in the greenspace between roadway and Horizon Community College and a diverted Pogmoor Road (16 variants 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.
- 5.8 **Option B** (see Appendix 4) - The construction of left turn flares at the existing crossroads (4 variants were tested). This option requires Compulsory Purchase of third party land, along with development in the greenspace and did not resolve all forecast issues.
- 5.9 **Option C** (see Appendix 5) - The construction of a roundabout in the greenspace, linking into the access to Horizon Community College and a diverted Pogmoor Road (8 variants were tested). This option presents navigational challenges for pedestrians and cyclists and does not resolve all forecast capacity issues.
- 5.10 **Option D** (see Appendix 6) - 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.
- 5.11 **Option E** (see Appendix 7) - The construction of a gyratory in the greenspace, with a diverted Pogmoor Road. This option did not resolve all forecast capacity issues.
- 5.12 **Option F** (see Appendix 8) - 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.

- 5.13 **Option H** (see Appendix 9) - Dualling of Dodworth Road between the crossroads and junction 37 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 preferred option G (Appendix 1).

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 One of the Council's key priorities is to create a thriving and vibrant economy, create more and better jobs, good business growth, and to connect local people with these opportunities.
- 6.2 The delivery of the proposed scheme ensures the facilitation of employment and housing opportunities identified in the existing Core Strategy, contributing to the provision of employment land to attract new investment and / or allowing existing businesses to stay in the area and expand.
- 6.3 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 leading to time saving benefits for road users;
 - improve safety in the vicinity of Horizon Community College;
 - improve cycling and walking routes in the vicinity and
- 6.4 A green space appraisal has been carried out to understand the impact of the scheme and to identify any additional greenspace improvements that are required to enhance the remaining greenspace in the vicinity of the scheme, see section 4.20 – 4.29.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultation on the Financial Implications of this report has taken place with representatives of the Service Director (Section 151 Officer) Finance.
- 7.2 The estimated cost of the recommended option (option G) totals £4.352M. The Council has subsequently set aside funding totaling £2.181M from the 2020 Capital Programme Fund for the scheme.
- 7.3 In addition to the Council's own resources, a successful bid for funding via the Sheffield City Region Investment Fund (SCRIF) totaling £1.171M has recently been secured, subject to agreeing a SCRIF funding Agreement following full planning consent for the scheme.
- 7.4 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.

7.5 Full financial implications are shown in Appendix A to this report.

8. EMPLOYEE IMPLICATIONS

8.1 There are no issues arising directly from this report.

9. COMMUNICATIONS IMPLICATIONS

9.1 A robust communications plan has been developed with representatives from Executive Director of Core Services. This will be reviewed continually throughout the delivery of the project to ensure that timely and accurate information is provided through appropriate press releases via local press, social media/website updates, local member briefings, public information events and engagement with key stakeholders.

10. CONSULTATIONS

10.1 Discussions have been held with local members, the local Member of Parliament and Highways England. The need for the highway improvement scheme is acknowledged and supported.

10.2 Public information and Stakeholder events will take place as part of the statutory planning process regarding the Highway improvement scheme.

10.3 Consultation has taken place with representatives of Core Services Directorate regarding the financial implications, asset management and risk management issues.

10.4 Consultation has taken place with representatives of Communities Directorate, Core Services Directorate and Place Directorate regarding the greenspace implications and potential compensatory measures.

11. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

11.1 This report contributes to the delivery of the overarching '**Thriving and Vibrant Economy**' priority set out in the Council's Corporate Plan 2015 - 2018.

11.2 In the short term the delivery of the proposed scheme will assist with delivering the council's Core Strategy, which forms part of the current development plan for the borough until 2026, and the following outcomes;

- Create more and better jobs and good business growth; and
- Create more and better housing.

11.3 In the longer term, the scheme will be designed to ensure it has the capacity to deal with the proposals contained within the emerging Local Plan which will supersede

the Core Strategy if adopted, and will also provide better access to the redeveloped Town Centre from the M1 and western side of the borough, contribute delivering the following outcomes:

- Develop a vibrant Town Centre, and
- Strengthen our visitor economy.

12. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

- 12.1 Better connectivity, affordable and inclusive travel, a cleaner environment and a healthier population are all key aims of the Barnsley Transport Strategy 2014 – 2033.
- 12.2 The proposed scheme supports the principles of the Barnsley Transport Strategy 2014 – 2033, and once completed will provide better connectivity and opportunities for local people to access work and assisting in addressing social exclusion.

13. RISK MANAGEMENT ISSUES

- 13.1 The project benefits from a detailed risk register which is reviewed on a regular basis by officers and the Council's Risk and Governance Manager
- 13.2 At the moment the main risk relating to this proposed development is that this report is not approved, and the council is unable to further explore the opportunities set out in section 5.
- 13.3 A project risk register has been developed, and risks relating to funding, consultation and traffic management issues as a result of the development have been identified. It is envisaged that once approval is given to go ahead with a more detailed scheme design, a detailed project risk register will be produced which will become a valuable governance tool for the Strategic Sites Board.
- 13.4 A number of risks relating to each option have been set out within section 5 of this report.

14. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 14.1 Health and Safety issues will be identified during scheme preparation and addresses as part of the Construction (Design and Management) Regulations 2015.

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 The delivery of the proposed scheme does not require private property rights. The rights of individuals are safeguarded through the statutory planning process of securing planning consent and authority to modify the highway network.

16. CONSERVATION OF BIODIVERSITY

16.1 Highways, Engineering and Transportation Service will ensure that all relevant ecological, noise and air quality surveys that are required to feed in to the statutory processes are completed to ensure that any issues that are identified can be fully considered.

17. GLOSSARY

POS	Public Open Space
PRB	Planning Regulatory Board
SCR	Sheffield City Region
SCRIF	Sheffield City Region Investment Fund

18. LIST OF APPENDICES

Appendix A: Financial Implications

Appendix 1: Preferred Scheme Option

Appendix 2: Greenspace Appraisal

Appendix 3: Scheme Option A

Appendix 4: Scheme Option B

Appendix 5: Scheme Option C

Appendix 6: Scheme Option D

Appendix 7: Scheme Option E

Appendix 8: Scheme Option F

Appendix 9: Scheme Option H

19. BACKGROUND PAPERS

AECOM Scheme Options summary

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Financial Implications/Consultation

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*(To be signed by senior Financial Services officer
where no financial implications)*