

A635 Stairfoot and Cundy Cross Improvement Scheme Public Consultation Report

February 2024



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Executive Summary

This document is a public consultation report on the A635 Stairfoot and Cundy Cross Improvement Scheme, a project by Barnsley Council to reconfigure two major highway junctions in Barnsley. The consultation was conducted in early 2024 and aimed to capture public opinion of the scheme as a whole and to offer a platform for early engagement.

The consultation was communicated through various channels, such as letters, social media, newspapers, and newsletters, and reached out to residents near the scheme and across the borough. The consultation involved three drop-in events, where stakeholders could view and discuss the plans with the project team, and an online survey, where participants could provide feedback on their travel habits and views on the proposals.

The drop-in events attracted 218 attendees, who mostly supported the scheme in principle, but also raised issues and suggestions related to traffic congestion, safety, parking, active travel, and environmental impact. The online survey was completed 150 times and showed that most participants travelled by car or van through the junctions, mainly for commuting or private purposes, and experienced delays on a daily or weekly basis. The survey also indicated a minor appetite for uptake in active travel and public transport if the facilities and services were improved.

Introduction

In early 2024 Barnsley Council's Strategic Transport department held a 3-week period of public consultation on proposals to reconfigure two of Barnsley's major highway junctions under the A635 Stairfoot and Cundy Cross Improvement Scheme. The consultation period began on Monday the 15th of January and closed on Sunday the 4th of February.

The main function of the consultation was to capture public opinion of the scheme as a whole and to offer a platform for early engagement. At the time of the consultation the scheme had gained Outline Business Case approval, and proposals were in an unconfirmed and indicative state. Therefore, the consultation focused on the scheme in principal and gave the public an opportunity to inform some design elements.

Prior to the public consultation period starting, key stakeholders such as elected members, emergency services, the South Yorkshire Mayoral Combined Authority (SYMCA) and stagecoach (bus operator) were briefed over a series of Microsoft Teams presentations.

This report will display how the public consultation was communicated and conducted, as well as present and analyse comments made at the drop-in events and data gathered via the online survey.

Consultation Communication

The consultation was advertised and communicated in various ways. Given the scale, cost and impact of the scheme it was imperative that residents that live near to Stairfoot and Cundy Cross were made aware of the scheme and their opportunity to comment. Therefore, almost 6000 letters were sent to addresses near to the scheme in areas such as Ardsley, Stairfoot, Cundy Cross, Kendray and Worsbrough. The letters contained information of the schemes proposals, invited the reader to attend a local drop-in event and also encouraged them to visit the schemes webpage, to view plans and complete an online survey.

Additionally, due to the schemes far reaching impact, details of the consultation featured in community social media posts, local newspapers and internal council newsletters so that residents not living near to the schemes location would also be made aware. A dedicated email address, stairfootbrt@barnsley.gov.uk, was created as to ensure effective communications throughout the project's life cycle.

The following images show some of the articles and posts used to advertise the consultation.

Figure 1: Advert included in Barnsley Chronicle Article, 12 Jan 2024 edition

**Have your say on
the A635 Stairfoot
and Cundy Cross
Improvement Scheme.**

Barnsley Council will be consulting with residents and businesses on the A635 Stairfoot and Cundy Cross Improvement Scheme. The scheme is set to revamp and reconfigure Stairfoot roundabout and its connecting entry and exit lanes.

You can have your say in our online consultation by scanning our QR code. You can also attend one of our upcoming engagement sessions.

Upcoming engagement sessions:

- Saturday 20 January 2024
Library @ the Lightbox, 1 The Glass Works, Barnsley S70 1GW (10am-2pm)
- Tuesday 23 January 2024
Ebenezer Wesleyan Reform Church, 31 Hunningley Close, Barnsley S70 3DP (1-7pm)

For more information, please visit barnsley.gov.uk/StairfootCundyCrossScheme
You can also email stairfootbrt@barnsley.gov.uk.

BARNSELY
Metropolitan Borough Council

Figure 2: Article in Chronicle reviewing the events, 26 Jan 2024 edition

CONSULTATION:
A public consultation event regarding the development of Stairfoot roundabout was held at Barnsley Library on Saturday.



Figure 3: Article from weekly internal BMBC newsletter, Let's Talk, advertising consultation

Information you need to know

[Back to the top.](#)

Have your say on the A635 Stairfoot and Cundy Cross improvement scheme

There's still time for you to have your say on the A635 Stairfoot and Cundy Cross improvement scheme in our online survey, which closes on Sunday 4 February.

The scheme aims to support regeneration by relieving current and forecasted congestion along the A635 Doncaster Road corridor. It also aims to improve bus journey time reliability as well as pedestrian and cycling facilities.

The project is part of the City Region Sustainable Transport Settlement (CRSTS) supported by the South Yorkshire Mayoral Combined Authority (SYMCA) and central government.

Currently this scheme is in the development stage and the proposals may change in due course as we progress through the design stages. Further formal consultation will take place at the planning application stage.

For more information, please visit [our website](#).

Have your say
on the A635
Stairfoot and
Cundy Cross
Improvement
Scheme

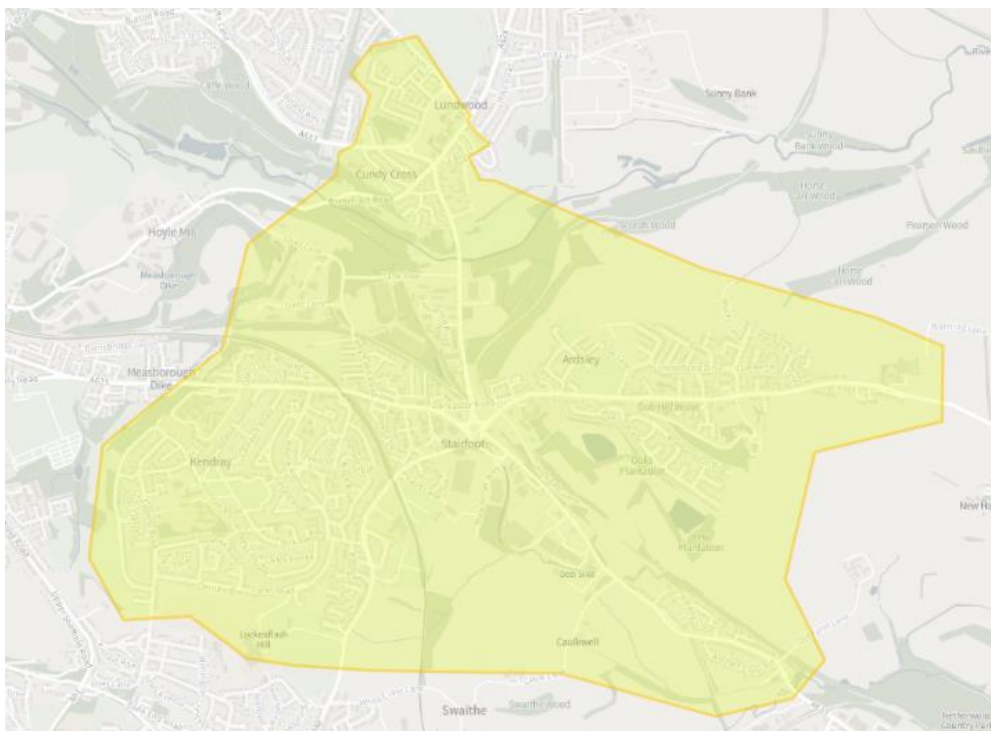
[Complete the survey](#)

Figure 4: Social Media post advertising consultation



Figure 5 below shows the area in which addresses within were contacted (yellow polygon). Stairfoot roundabout is located at the centre of the polygon.

Figure 5: Area of addresses that received letters

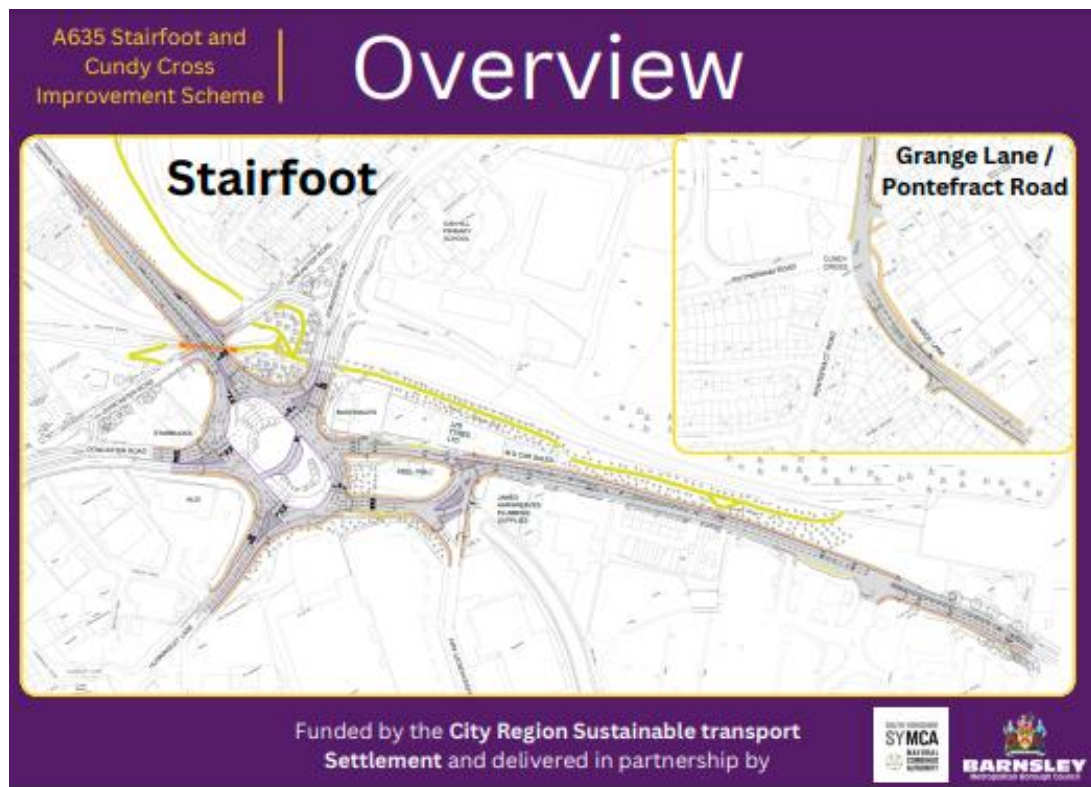


Consultation Materials

The material that was communicated and used to communicate during the consultation consisted of:

- Letter to residents
- Webpage - <https://www.barnsley.gov.uk/services/roads-travel-and-parking/transport-projects/a635-stairfoot-and-cundy-cross-improvement-scheme/>
- Online Survey
- Electronic Plans - <https://www.barnsley.gov.uk/media/lyicsjvx/a635-stairfoot-and-cundy-cross-is-plans.pdf>
- Hardcopy A1 Plans (displayed at the 3 events)

Figure 6: Overview plan displayed online and at events



Response

During the consultation period, 3 drop-in events were held so that stakeholders (predominantly the public) could view and discuss the plans with the project team. 2 of the events were held in a community centre close to the schemes and within the perimeter of the letter drop polygon. Given the nature of the scheme and its potential impact on the wider transport network, 1 of the events was held in the town centre to increase accessibility for residents access the borough. Details of the events can be found in the Table 1 below.

Table 1: Drop-In event details

Date	Venue	Time	Attendees
18 th of January 2024	Ebenezer Wesleyan Reform Church, 31 Hunningley Cl, Barnsley S70 3DP	1-7pm	114
20 th of January 2024	Library @ the Lightbox, 1 The Glass Works, Barnsley S70 1GW	10-2pm	72
23 rd of January 2024	Ebenezer Wesleyan Reform Church, 31 Hunningley Cl, Barnsley S70 3DP	1-7pm	36

Additionally, the public were encouraged to complete an Online Survey which aimed to capture data on travel behaviours and views towards the scheme. The following sections will analyse the comments made at the drop-in events and data gathered within the survey.

Drop-In Event Analysis

In total, 218 people attended the 3 drop-in events. The majority of those that attended the events supported the scheme in principle, with many citing current levels of congestion as the need for improvements. Comments made at the consultation events were recorded and have been analysed. The comments cover a range of topics, such as traffic congestion, safety, parking, active travel, and environmental impact. 4 residents contacted the project team via email. The questions and comments within those emails have been included in this evaluation. The most common elements and themes within the feedback are as follows:

- **Cundy Cross junction is a major concern:** Many attendees expressed dissatisfaction with the current design of the Cundy Cross junction and wanted to see a major intervention to improve it, beyond that which was proposed. Some suggested restoring the previous roundabout, which they felt worked better.
- **Grange Lane area needs improvement:** Several attendees raised issues related to the Grange Lane area, such as speeding, illegal manoeuvres, lack of crossing islands, traffic and the proposed loss of parking. Some offered suggestions for local improvements, such as adding a central island, extending the slip lane, and providing alternative parking.
- **Support for active travel facilities:** Some attendees who walked or cycled through the junctions were happy to know that the footways were being widened and cycles were included in the crossing facilities. They also requested some upgrades to off-road cycle routes and the Trans Pennine Trail.
- **Concerns over McDonalds and new developments:** Several attendees mentioned that the McDonalds restaurant could cause problems at busy times and queue traffic back onto the roundabout. They also expressed concern over the impact of new housing developments, specifically the approved development off of Bleachcroft Way.
- **Questions about timescales, costs, and communication:** Many attendees were curious about the timescales and disruptions of the project, and wanted to know how the works would be managed and communicated. They also asked about the costs of the project and whether they would escalate like the town centre bridge.
- **Comments on widening to Wombwell Lane:** Several people questioned why the proposed widening on Wombwell Lane stopped where it did and didn't continue on as to increase the associated benefits.
- **Understanding of need for bus lane removals:** In most cases, attendees who queried the removal of bus lanes, upon explanation, understood that the road space gained would make for a more efficient journey by all vehicle modes, as per the modelling.
- **Concerns over strategic direction:** Some attendees raised concerns about how the proposed work fitted with the council's strategic direction and vision, citing that more focus should be on reducing vehicle traffic as opposed to catering for it with infrastructure.

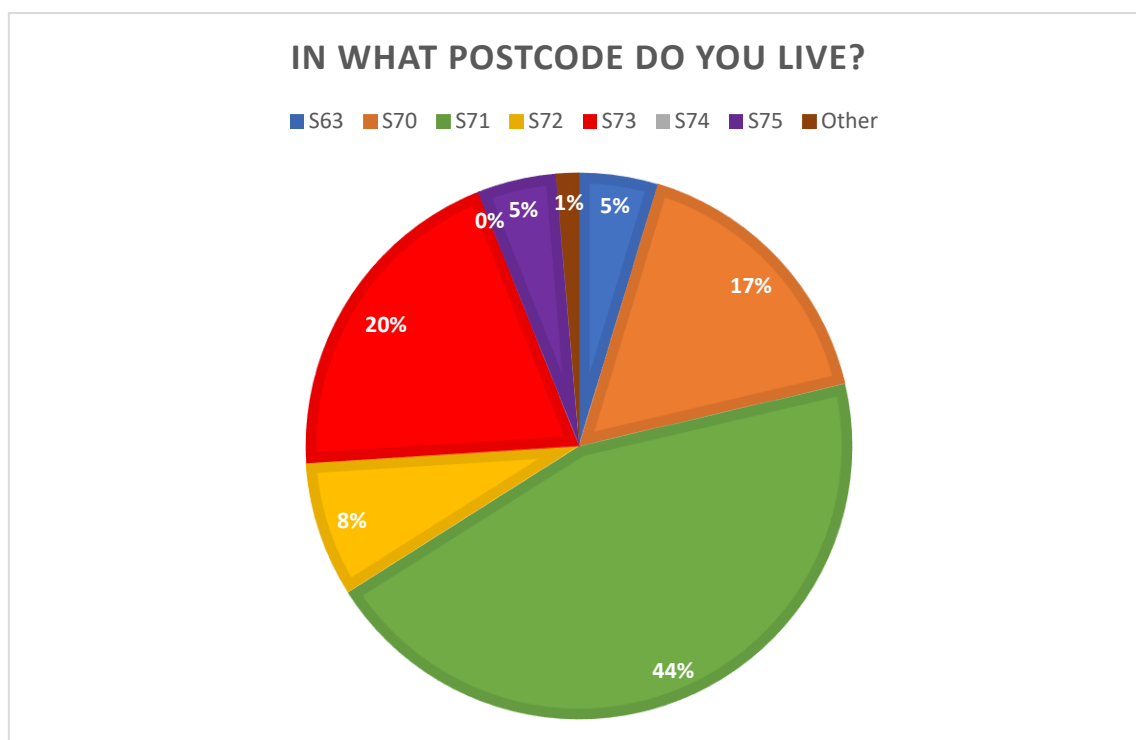
Survey Data Analysis

The survey consisted of 16 questions and aimed to capture travel and behavioural data as well as public opinion towards the schemes proposals. The survey was open for the full 3 week period of the consultation and was completed 150 times. Questions 1 and 2 related to where the participant lived and worked. Questions 3 – 14 were multiple choice questions relating to the participants travel habits and views towards the proposals. Questions 15 and 16 gave the participants to opportunity to provide a written response towards the proposals This section will display the responses to each question.

Table 2: Location by Postcode

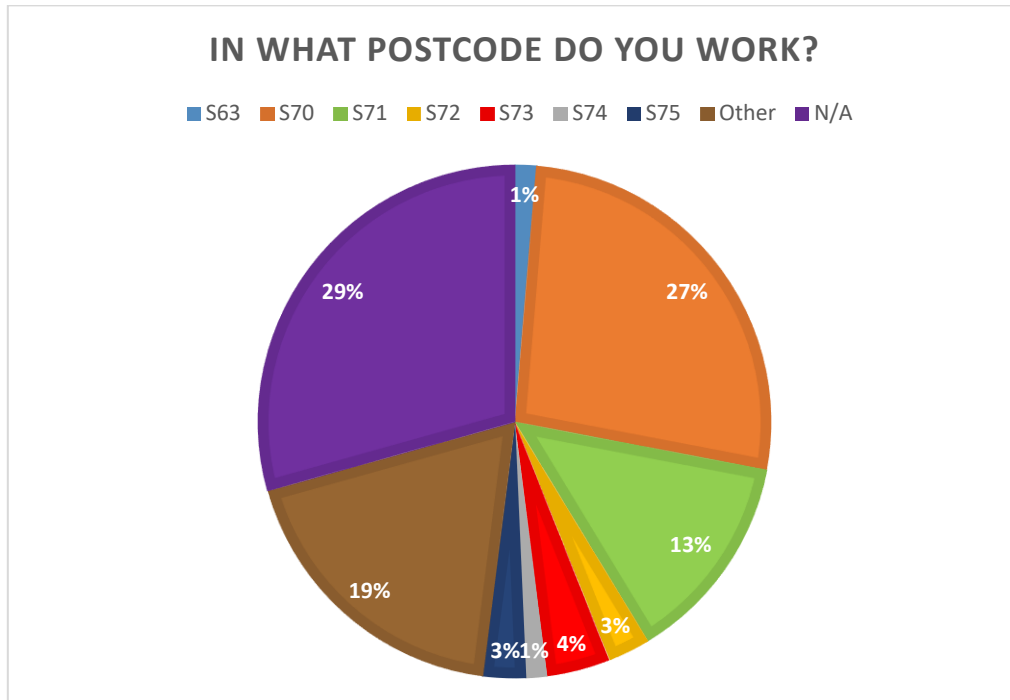
S63	Goldthorpe, Thurnscoe, Bolton-on-Dearne
S70	Town Centre, Birdwell, Kendray, Stairfoot, Worsborough
S71	Ardsley, Athersley, Lundwood, Monk Bretton, Royston, Carlton
S72	Brierley, Cudworth, Grimethorpe, Shafton
S73	Darfield, Hemingfield, Wombwell
S74	Elsecar, Hoyland, Jump
S75	Barugh Green, Cawthorne, Darton, Dodworth, Gawber, Kexborough, Mapplewell, Pogmoor, Staincross, Tankersley, Wilthorpe

Question 1 – In what postcode do you live?



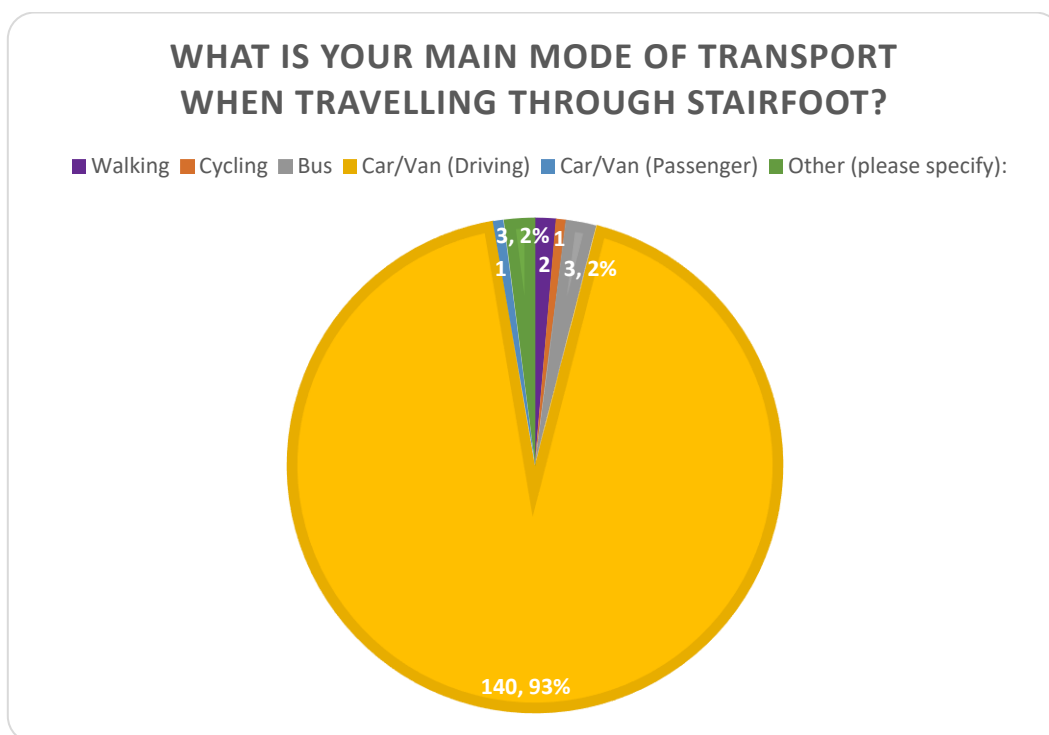
The survey was completed primarily by people living in the areas of S71 (44%), S73 (20%) and S70 (17%). These three areas made up 81% (122) of the total response. These three postcodes cover areas near to the scheme and so were targeted by letters prior to the consultation.

Question 2 – In what postcode do you work?



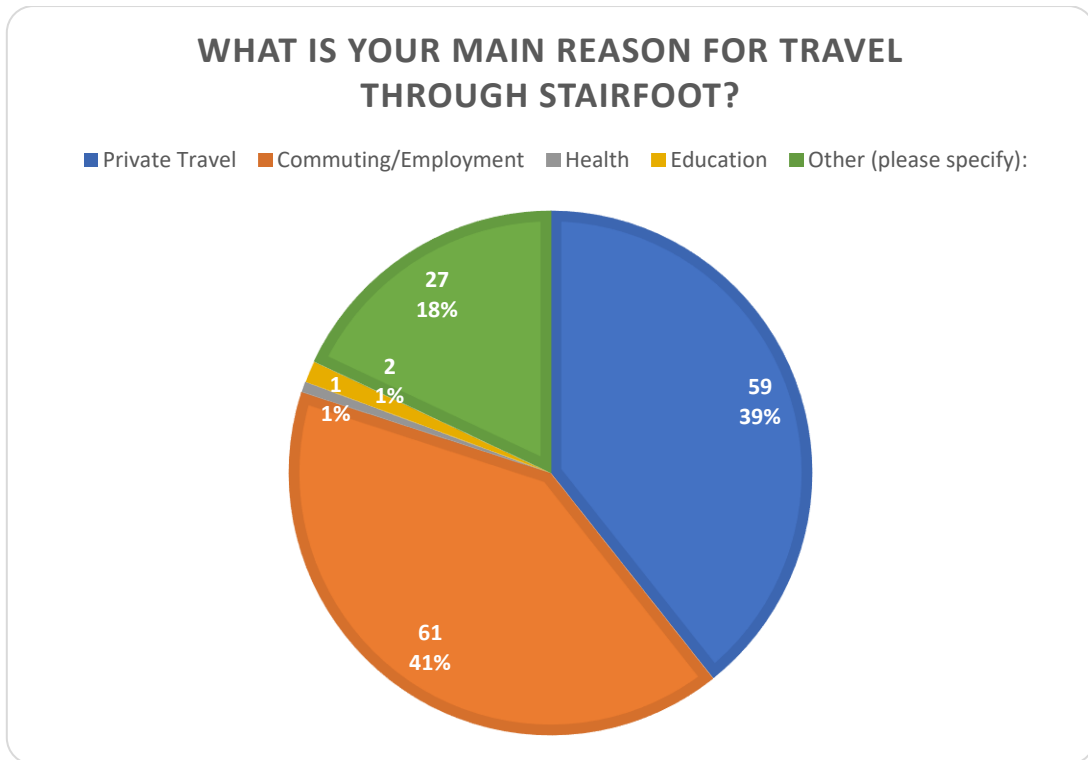
29% (44) of participants either did not disclose where they work or do not work. The areas near to the scheme (S70, S71 and S73) account for 44% (66).

Question 3 - What is your main mode of transport when travelling through Stairfoot?



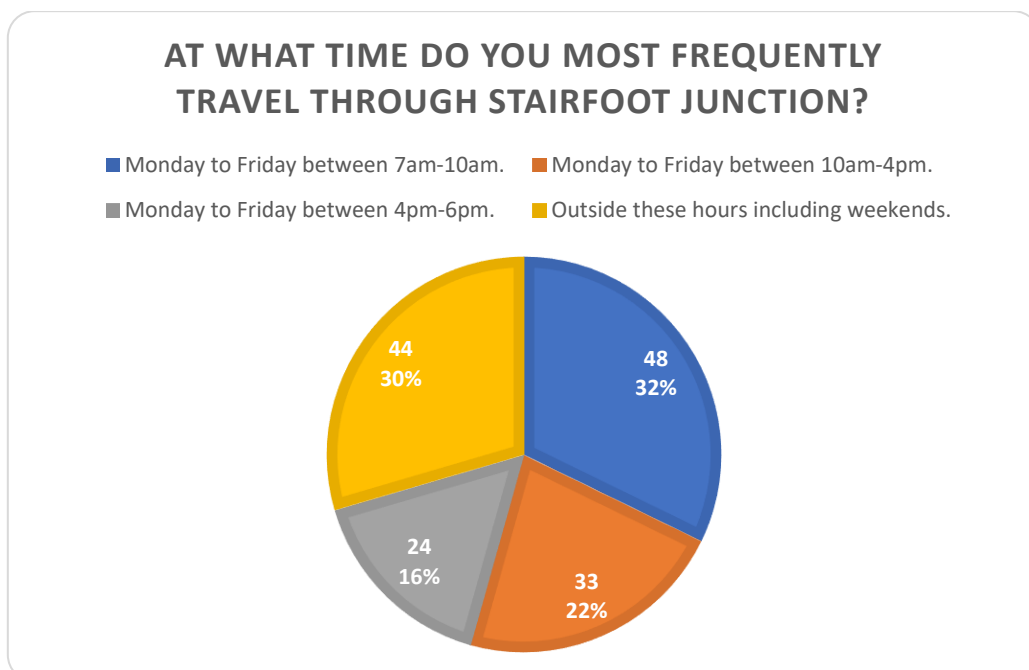
The vast majority of participants stated that they primarily travel through Stairfoot by Car or van as a driver (93%). Just 3 participants stated that active travel (walking and cycling) is their primary travel mode through Stairfoot roundabout. These figures should be considered when reviewing the survey results as views and suggestions may be weighted disproportionately towards private vehicle users.

Question 4 – What is your main reason for travel through Stairfoot?



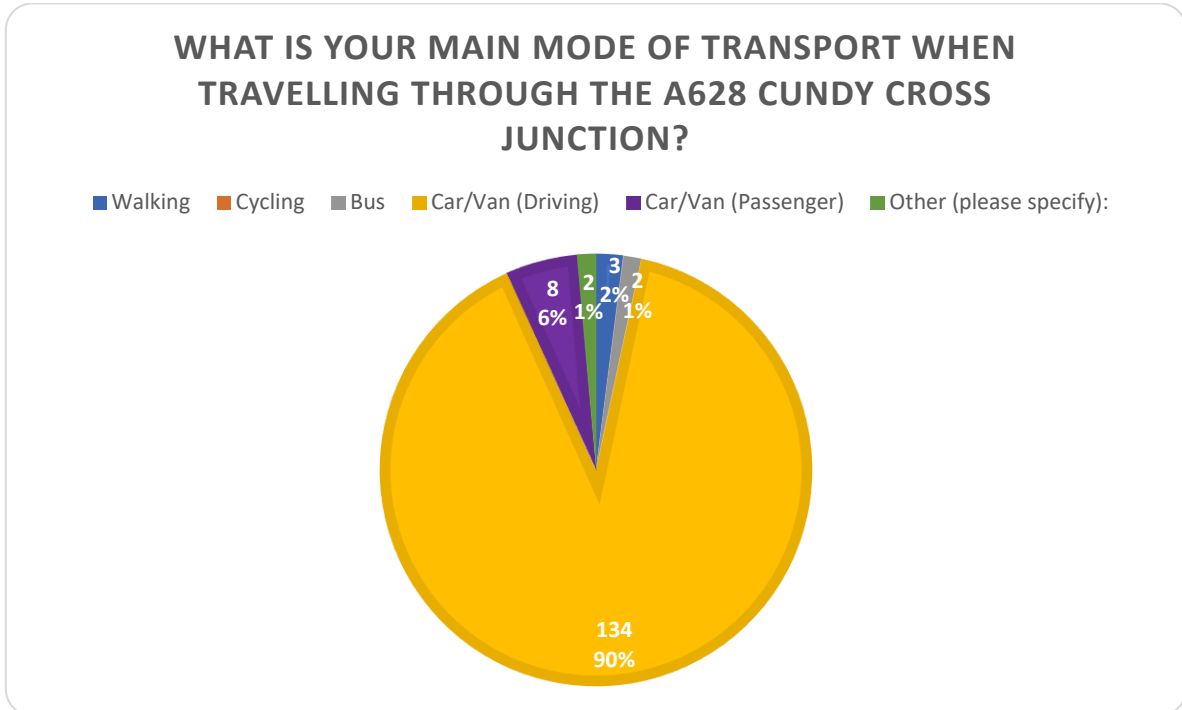
The data suggests that most people travelling through Stairfoot are doing so on their commute, and very few people travel through primarily for education and health reasons.

Question 5 - At what time do you most frequently travel through Stairfoot junction?



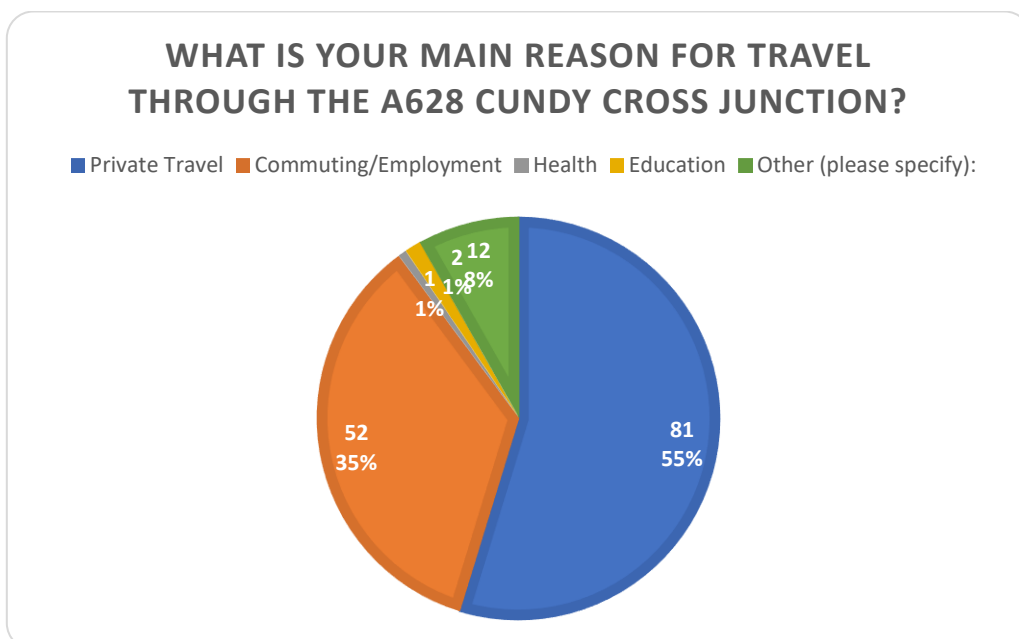
The responses suggest that the most common time of travel through Stairfoot is Monday – Friday 7am – 10am (32%). Generally, the responses to each of the 4 options are evenly distributed.

Question 6 – What is your main mode of transport when travelling through the A628 Cundy Cross junction?



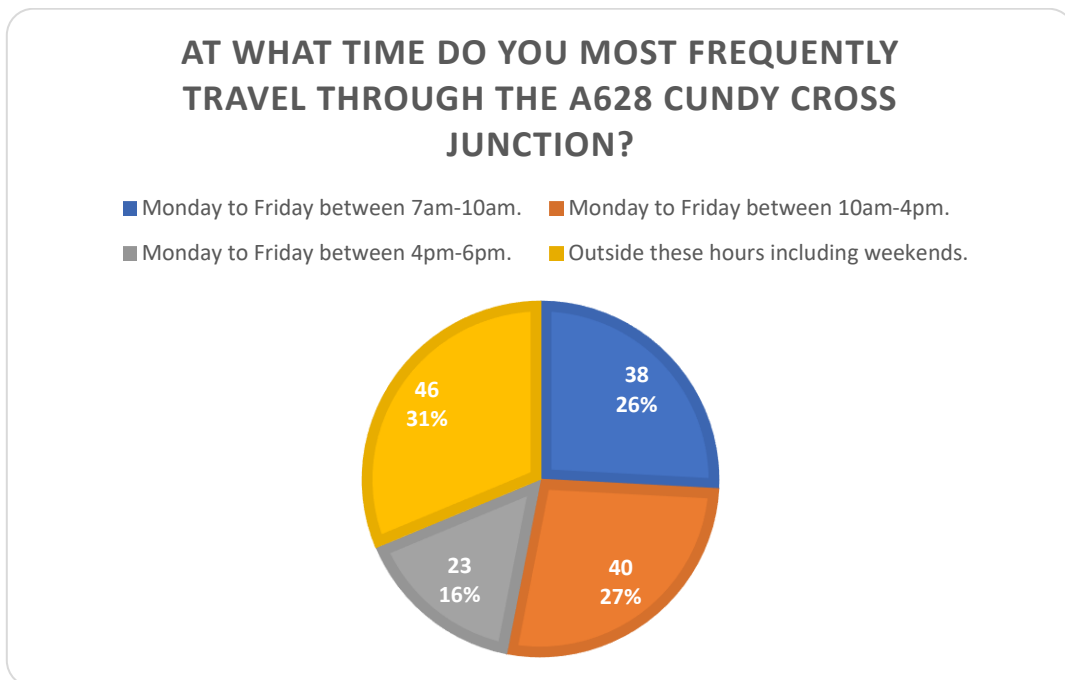
The vast majority of participants stated that they primarily travel through Cundy Cross by Car or van as a driver or passenger (96%). Just 3 participants stated that walking is their primary travel method through Cundy Cross, and not one participant does so by cycle. These figures should be considered when reviewing the survey results as views and suggestions may be weighted disproportionately towards private vehicle users.

Question 7 - What is your main reason for travel through the A628 Cundy Cross junction?



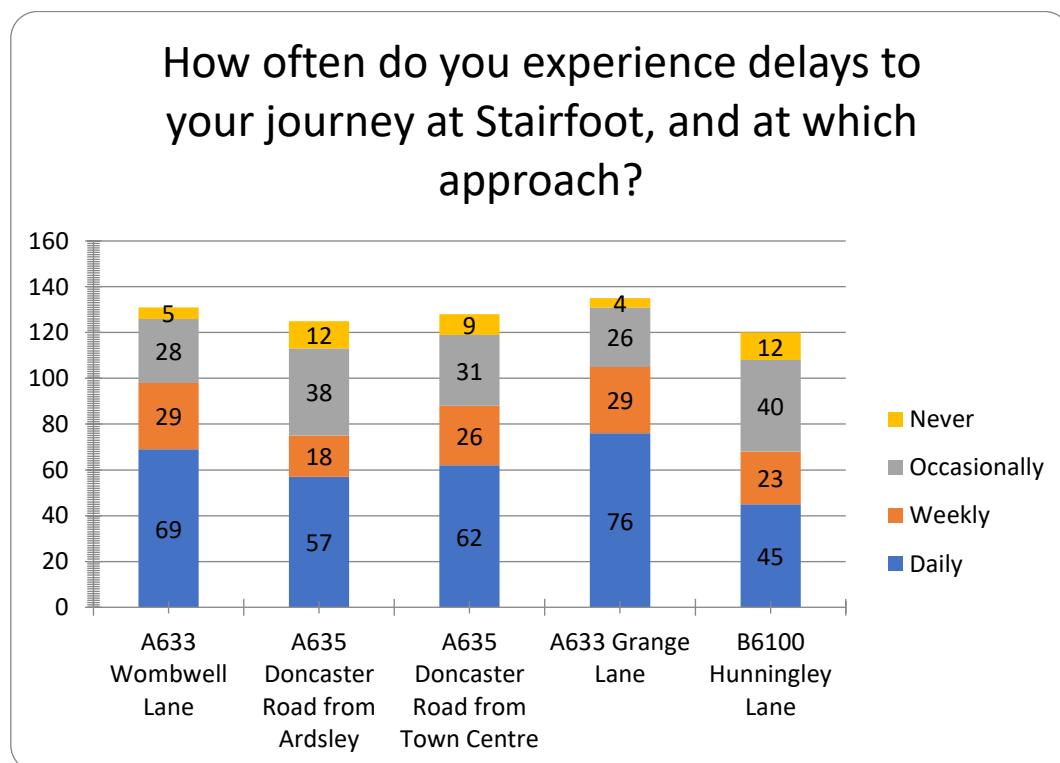
The data suggests that most people travelling through Stairfoot are doing so for their own private travel, and very few people travel through primarily for education and health reasons.

Question 8 - At what time do you most frequently travel through the A628 Cundy Cross junction?



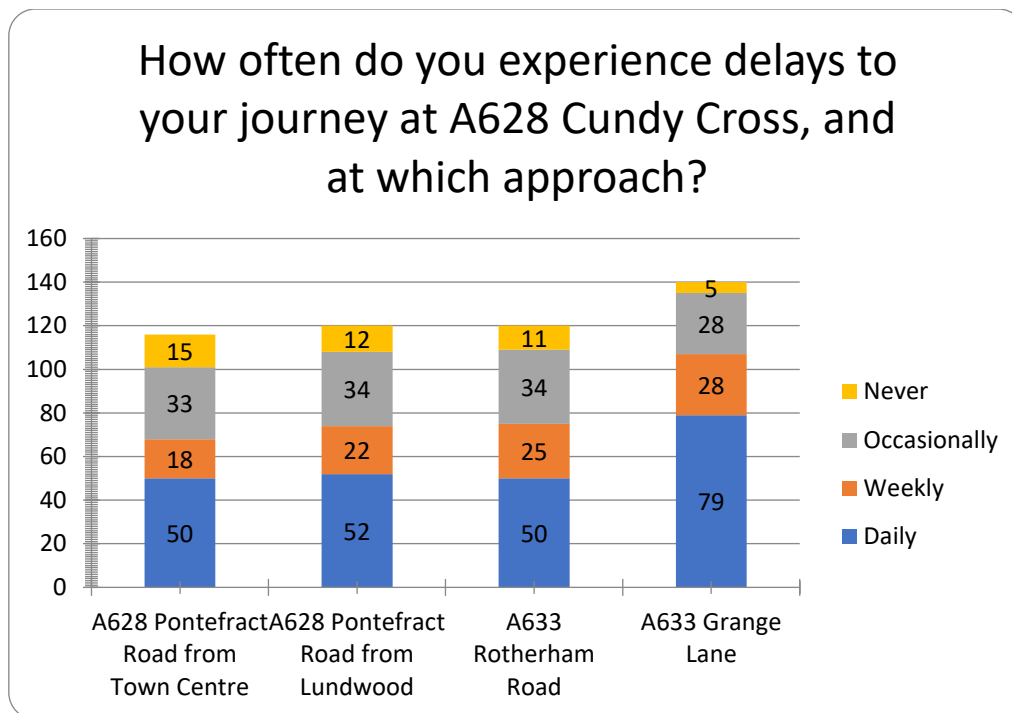
The responses suggest that the most common time of travel through Cundy Cross is on evenings past 6pm and on weekends. Generally, the responses to each of the 4 options are evenly distributed.

Question 9 - How often do you experience delays to your journey at Stairfoot, and at which approach?



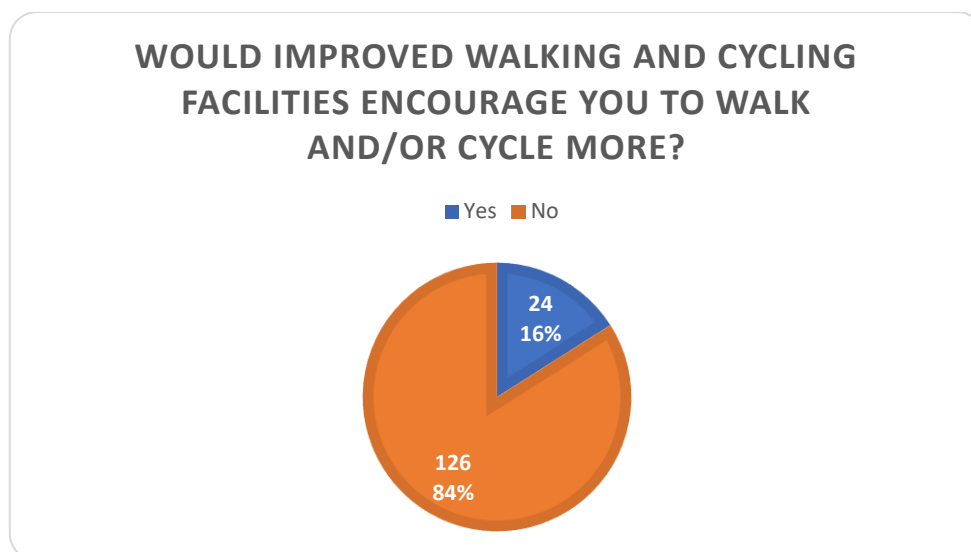
Many participants state that on a daily basis they experience delays when approaching Stairfoot from all approaches. Grange Lane and Wombwell Lane were considered to be the most congested on a daily and weekly basis, with 75% and 77% participants selecting these options, respectively.

Question 10 - How often do you experience delays to your journey at A628 Cundy Cross, and at which approach?

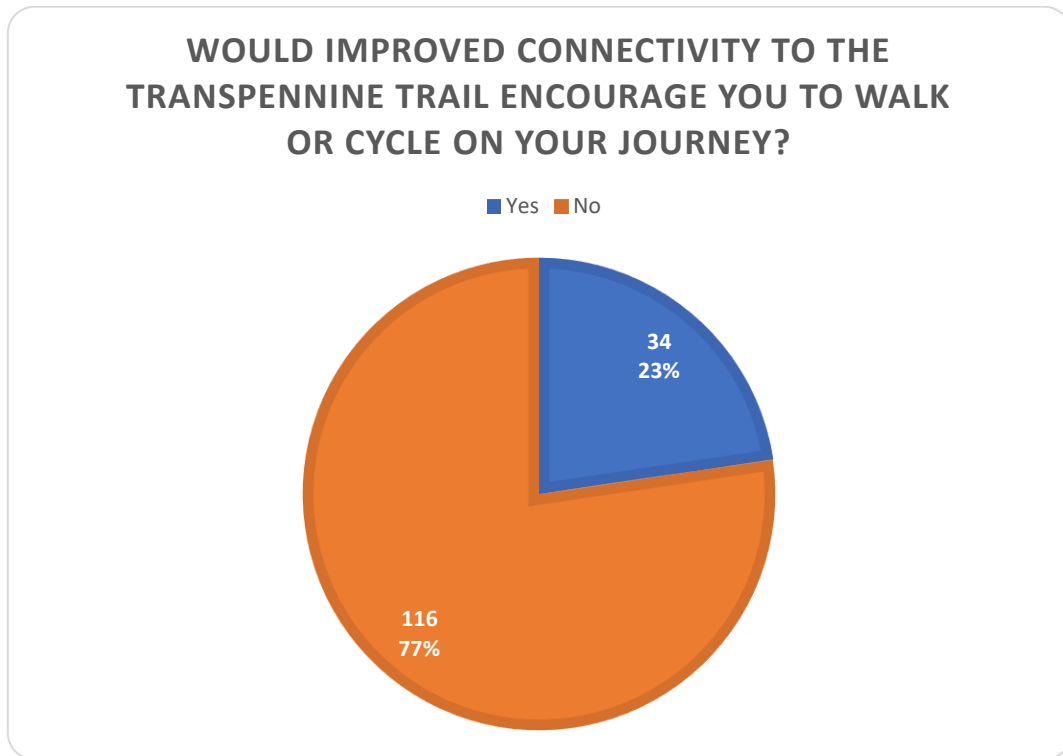


Many participants state that on a daily basis they experience delays when approaching Cundy Cross from all approaches. Grange Lane was stated to be the most congested, with 76% of participants experiencing delays on a daily or weekly basis. This number fell to around 60% for the three alternative approaches.

Question 11 - Would improved walking and cycling facilities encourage you to walk and/or cycle more?

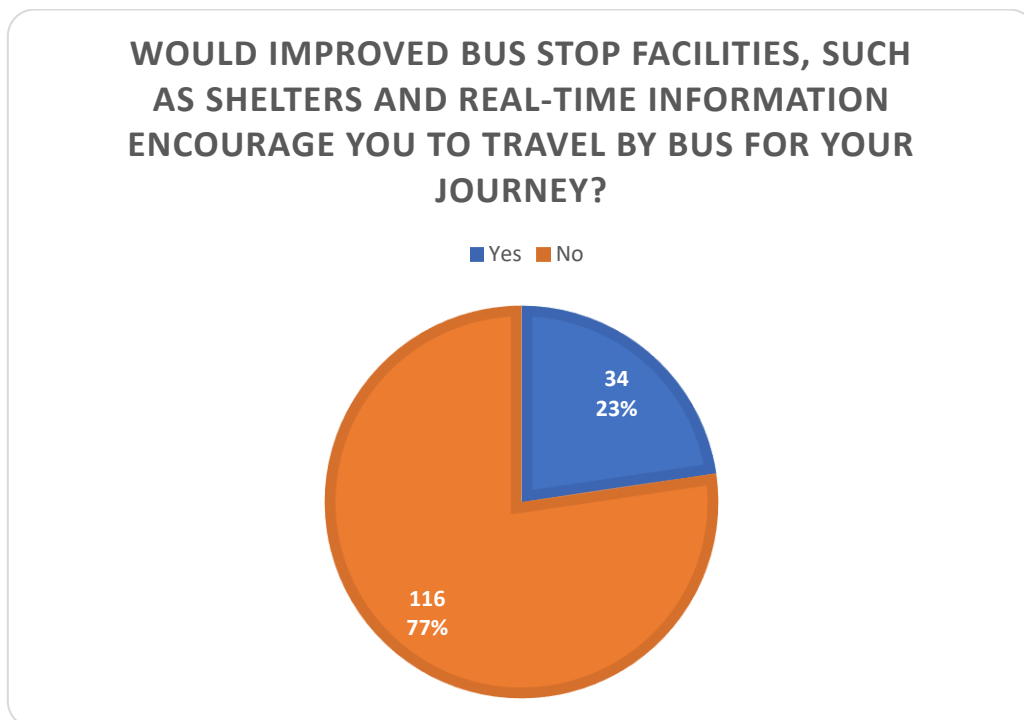


Question 12 - Would improved connectivity to the TransPennine Trail encourage you to walk or cycle on your journey?

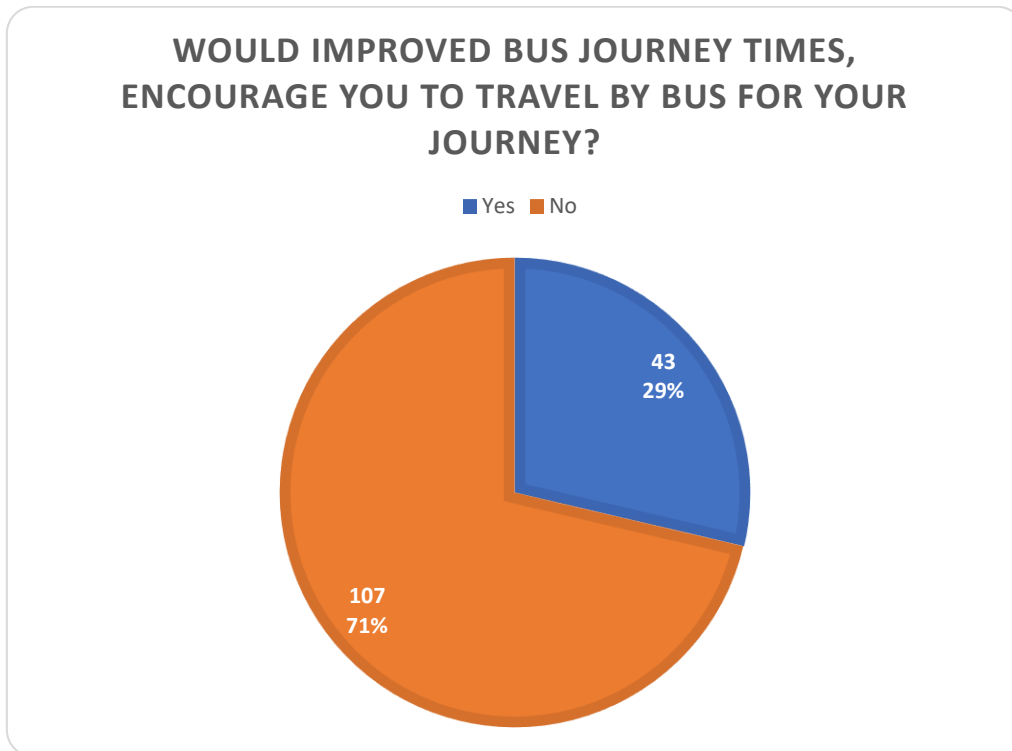


The data collected in response to questions 11 and 12 suggest there is a minor appetite for uptake in active travel if connectivity and quality of routes is improved.

Question 13 - Would improved bus stop facilities, such as shelters and real-time information encourage you to travel by bus for your journey?



Question 14 - Would improved bus journey times, encourage you to travel by bus for your journey?



The data collected in response to questions 13 and 14 suggest there is a minor appetite for uptake in public transport if service quality is improved.

Question 15 – Do you have any comments on the current scheme proposals?

113 participants responded to this question, with 37 choosing to skip. The question prompted a written response and the comments made express various opinions and concerns about the proposed road improvements, such as the impact on traffic, safety, environment, and public transport. The key themes which emerged throughout the responses can be seen below:

- **The most common issues raised are the congestion and delays at Cundy Cross and Grange Lane:** Many comments mention that the traffic lights at Cundy Cross and the single lane on Grange Lane cause long queues and delays, especially during peak hours and weekends. Some suggest that the traffic lights should be removed or adjusted, or that Grange Lane should be widened to two lanes.
- **Some comments support the proposed changes, while others are sceptical or opposed:** Some comments agree that the proposed changes will improve the traffic flow and reduce congestion, or that they will benefit cyclists, pedestrians, and bus users. Others are doubtful that the changes will make any difference, or that they will create more problems and confusion. Some are against the changes altogether and suggest alternative solutions or priorities.
- **Some comments express concern about the impact of the changes on the environment and wildlife:** Some comments mention that the proposed changes will have a negative effect on the environment, such as increasing air pollution, noise, and carbon emissions.

Some also mention that the changes will affect the wildlife that lives on the Stairfoot roundabout, such as rabbits and birds, and ask for their protection or relocation.

- **Some comments are concerned about the disruption and inconvenience caused by the construction work:** Some comments state that the construction work will cause more traffic chaos, delays, and frustration for the drivers and residents. Some ask for the work to be done at night, or to be completed as quickly as possible. Some also question the cost and necessity of the project and suggest that the money could be spent elsewhere.

Question 16 - If you would like to provide any further information or comments on your experiences with Stairfoot junction/A628 Cundy Cross and their approaches, please do so below:

79 participants responded to this question, with 71 choosing to skip. The question gave participants the opportunity to provide any additional comments on their experiences of the junctions in their current format. The key themes which emerged throughout the responses can be seen below:

- **Traffic problems at Cundy Cross and Stairfoot:** Many respondents expressed dissatisfaction with the traffic flow and congestion at Cundy Cross and Stairfoot, especially during peak times. Some suggested that the removal of the roundabout at Cundy Cross and the installation of traffic lights at Stairfoot worsened the situation.
- **Safety concerns for cyclists and pedestrians:** Some respondents raised safety concerns for cyclists and pedestrians, especially on the TransPennine Trail and Grange Lane. They also complained about the lack of cycle lanes and crossings in the area.
- **Impact of new housing and industrial developments:** A common theme among the respondents was the impact of new housing and industrial developments on the traffic and environment in the area. They argued that the existing road network could not cope with the increased demand and pollution.
- **Suggestions for improvement:** Some respondents offered suggestions for improving the traffic flow and safety in the area, such as installing yellow boxes, filter lanes, speed bumps, bus lanes, and cycle lanes. Some also proposed to restore the roundabout at Cundy Cross and remove the traffic lights at Stairfoot.
- **Views on the proposed scheme:** The respondents had mixed views on the proposed scheme to improve the Stairfoot roundabout. Some welcomed the idea and hoped that it would reduce congestion and improve access. Others were sceptical or opposed to the scheme, citing concerns about the cost, disruption, effectiveness, and impact on the green space.

Survey Data Summary

In conclusion, the survey captured the behaviours, views and opinions of its participants towards the A635 Stairfoot and Cundy Cross Improvement Scheme. The survey was completed 150 times, mostly by people living near the scheme, and showed that the majority of them travelled by car or van through the junctions, mainly for commuting or private purposes, and experienced delays on a daily or weekly basis. The survey also indicated a minor appetite for uptake in active travel and public transport if the facilities and services were improved. The survey elicited various

comments and suggestions from the participants, covering topics such as traffic congestion, safety, parking, active travel, environmental impact, and the cost and necessity of the project.

The main concerns raised by the participants of the survey were congestion and delays at Cundy Cross and Grange Lane, the impact of the changes on the environment and wildlife, the disruption and inconvenience caused by the construction work, and the cost and necessity of the project.

The main suggestions made by the participants of the survey were related to traffic congestion, safety, parking, active travel, and environmental impact. Some of the suggestions included removing or adjusting the traffic lights at Cundy Cross, widening Grange Lane to two lanes, adding a central island, extending the slip lane, and providing alternative parking. Some attendees also requested upgrades to off-road cycle routes and the Trans Pennine Trail.