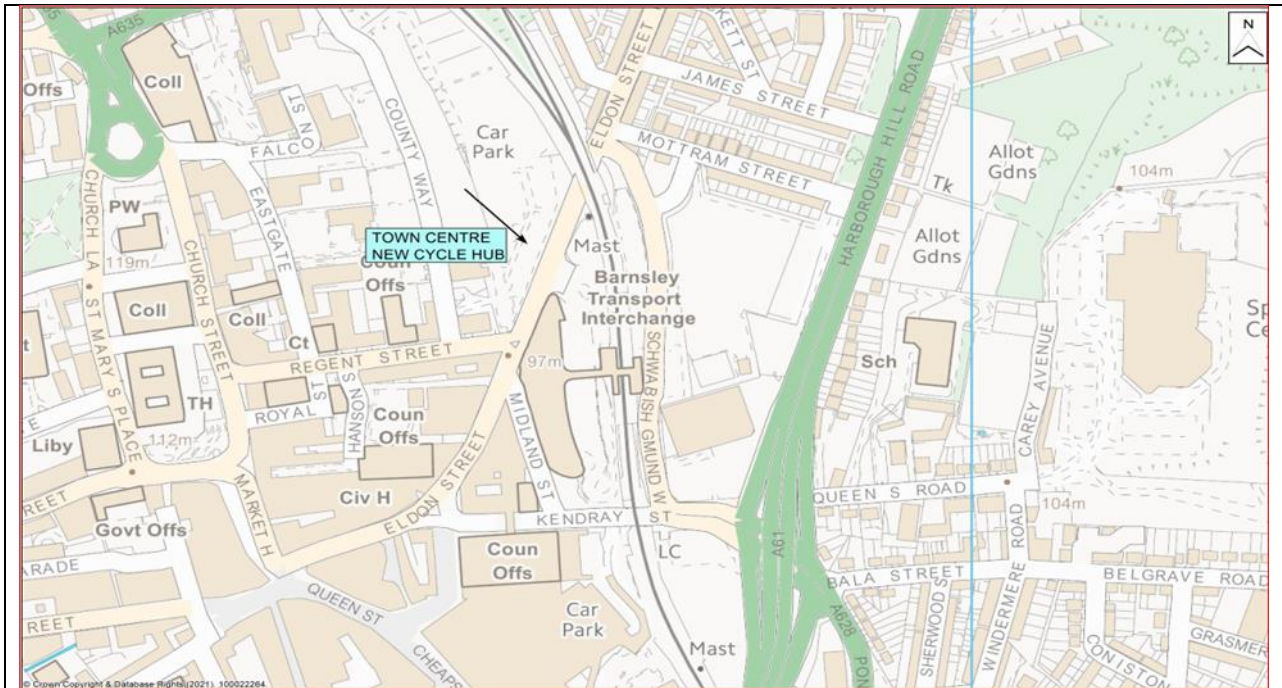


## Transforming Cities Fund: Expression of Interest

1 PROJECT & APPLICANT'S INFORMATION	
Project Name:	Active Travel Hub – Barnsley Town Centre
Project Location	Barnsley – S70 – Courthouse Campus
Applicant Organisation	Barnsley Metropolitan Borough Council (BMBC)
Contact Name and Role:	Tracey Brewer - Head of Transport
Email:	traceybrewer@barnsley.gov.uk
Telephone:	[REDACTED]
Other Delivery Partners and Roles:	N/A
2 STRATEGIC CASE	
2.1 – Please provide a summary description of your overall project, appending any supporting graphics where relevant.	
<p>The proposal will see the development of a new Active Travel Hub at Courthouse Car Park (the development known as ‘The Seam’) within Barnsley Town Centre, which will replace the existing one at Barnsley Interchange. See Map 1 below for details.</p> <p>As part of ambitious plans for ‘The Seam’ at Barnsley’s Digital Campus, the proposed Active Travel Hub will play an important part in encouraging modal shift, with an overall reduction in parking planned for this site. (Currently 950 space car park) The new Hub will be located close to the transport interchange on a site identified for low carbon town centre residential development and new green public realm.</p> <p>The existing Hub has proved to be a success, managing to build up an established customer base which is growing as active travel and concerns about fitness and the environment become more mainstream in Barnsley and nationally. However, it has become apparent that the Hub has outgrown its existing premises. There is only limited space for bike repair and maintenance and cycle parking spaces are restricted with no opportunities to expand. In addition, the narrow-confined space of the existing Hub does not lend itself to social distancing measures required since the Covid-19 outbreak.</p> <p><b><u>Map 1</u></b></p>	



## 2.2 – Specifically what are you seeking MCA funding for?

MCA funding is sought for the establishment of an Active Travel Hub at 'The Seam' at Barnsley's Digital Campus, in Barnsley town centre.

## 2.3 – Please set out the link to the TCF SOBC objectives:

- To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way
- To affect a mode shift away from the private car on those corridors where new opportunities are likely to see an increase in demand or where growth could be stifled
- To create a cultural shift towards making cycling and walking the natural choice for shorter journeys
- To achieve the above in ways that address current health issues and improve air quality across the SCR

### **To better connect the areas of transport poverty with areas of opportunity in a safe and sustainable way**

There are many areas of transport poverty within Barnsley town centre and the Urban Barnsley area. The closest one to the proposed Hub is located due south of the Interchange, incorporating the areas of Alhambra Roundabout and A628 Westway and the A635 heading towards Stairfoot Roundabout.

The town centre itself is currently undergoing significant redevelopment via the Multi-million-pound leisure and retail development – 'The Glass Works'. A Masterplan has recently been prepared for the area around the Courthouse (known as The Seam); as part of this development we have included for the provision of a bespoke Active Travel Hub.

The proposed Hub is within proximity of these poverty areas to facilitate safe and sustainable travel to opportunities at the Glassworks. Other employment sites have been allocated as part of the local plan, including at J37, Stairfoot, A635 and J36. Safe and sustainable travel will be facilitated to opportunities here as well, especially as BMBC is committed to building up its active travel network of segregated routes, starting with TCF. These routes will feed into the town centre providing safe and sustainable routes to the wider borough.

Building on the Active Travel work we have been undertaking within the Town Centre; which includes a Task & Finish Group to overcome the barriers for walking and cycling in the town centre, the use of the Emergency Active Travel funding to provide links to the town centre and focussing on links to and from

the Town Centre in our pipeline of projects; the creation of a brand new hub, which will complement and encourage more take up of cycling. In addition, we have recently submitted a bid to the Department for Transport (DfT) to expand the fleet of E-bikes and are looking to purchase E-Cargo bikes to enhance our Market Place offer.

**To affect a mode shift away from the private car on those corridors where new opportunities are likely to see an increase in demand or where growth could be stifled**

Barnsley Town Centre is the focal point of the borough, with all major road, consisting of the A628, A635, A633 and A61, leading into it. Travel to and from the town centre is therefore mainly via these routes. The town centre contains the two biggest employers in Barnsley - BMBC and Barnsley Hospital, with commuting to these causing significant congestion levels at peak periods. It should be noted that the majority of people working at these sites are also residents, living within the 5km cycling distance. Seeing a shift from using the private car for these employees would see reductions in congestion on our networks.

It is likely that, once the Glassworks is opened and the new development at 'The Seam' fully operational, further pressure will be put on these routes from commuters/shoppers.

In addition, the key routes listed above have also been also allocated additional growth as part of the Barnsley Local Plan and are already home to a significant number of businesses and services. These routes are therefore going to see additional increase in demand in futures years, which may impact on the delivery of growth.

The work we are doing with the TCF / ATF and pipeline of projects aims to include Active Travel routes as an alternative to car use.

The provision of a new Hub will provide residents and commuters the means to engage in walking and cycling, by providing cycle hire, cycle parking and repair and facilitating a sustainable alternative and encouraging modal shift away from private motor car.

**To create a cultural shift towards making cycling and walking the natural choice for shorter journeys**

The Hub will act as a catalyst for creating a cultural shift towards active travel for shorter journeys. Evidence previously collected by BMBC (*Active Travel Study 2018*), indicated that the main barrier to walking and cycling was the cost of cycle equipment. If this barrier was removed then this will only encourage and enable residents to take up active travel to create this cultural shift.

The provision of additional cycle parking within the town centre which is secure and safe will also encourage sustainable travel to and from the town centre. Although cycle parking is provided at various points within the town centre, security and risk of theft is a major concern and is a big deterrent of use. The provision of safe, secure cycle parking will therefore encourage more sustainable travel as part of journeys to and from Barnsley town centre.

The new hub will have the capacity to store and loan more bikes, the creation of a repair area will assist with the DfT bike repair voucher scheme.

**To achieve the above in ways that address current health issues and improve air quality across the SCR**

Barnsley has significant health inequalities and health outcomes which are below England averages. These manifests itself in high levels of residents who are obese or who claim incapacity benefit. The provision of this scheme will encourage more active lifestyles, which will in turn offer health benefits to residents to address existing health issues.

Achieving modal shift will also result in fewer cars on the road and more people travelling via sustainable means which will bring improvements to air quality in Barnsley town centre. There are three Air Quality Management Areas (AQMA) in the town centre. These are the length of A628 between J37 M1 and Town

End Roundabout, A61 at Harborough Hill Road and land south of Alhambra Roundabout. Improvements to air quality will help to revoke these AQMA's which aligns with SCR Transport Strategy Policy 7.

### 2.3 – Please set out your SMART objectives

This must cover (a) short-term outputs, eg km of cycle route by x date and (b) medium-term outcomes, eg increase in cycling of x [number/%] by y [date]

#### a) Short-term SMART outputs

- Development of a new Active Travel Hub to replace the existing one at Barnsley Interchange.

#### b) Medium-term SMART outcomes

- Improve facilities to cater for active travel;
- Increase levels of physical activity;
- Improve accessibility to employment;
- Loan of more E-bikes;
- Ability to recycle Cycles into the community;
- Ability to deliver more cycle training;
- Improve Air Quality and noise levels and revoking of AQMA's located within Barnsley town centre;
- Improve levels of road safety.

## 3 ECONOMIC CASE

Please indicate the potential for this project to support a Stronger Economy in South Yorkshire:

Outcome	Rating +2 to -2	Justification of the score
<b>Increase demand for active travel</b>	<b>2</b>	SCR Active Travel Implementation Plan recognises that <i>the most effective active travel strategies consider the combined roles of hard infrastructure and behaviour change interventions</i> . The proposed scheme provides the behavioural change interventions side of this.  SCR's own analysis has indicated that when it comes to commuting, just 2% of journeys to work are taken by bike and 10% on foot. More than 70% of people in South Yorkshire commute by car. The potential for modal shift is great and by enabling active travel is forecast that walking and cycling could be increased by 21% and 350% respectively, by 2040.
<b>Improve public transport / viability</b>	<b>2</b>	The provision of the Active Travel links to and from Barnsley Town Centre, the links to the Interchange and having safe, secure storage for cycles could encourage more people to cycle to the Interchange for onward journeys.
<b>Unlock land for development</b>	<b>0</b>	The proposal will have no impact on unlocking land as such, but the Hub will be part of a wider mix-use development proposed on the existing courthouse car park.
<b>Improve highway capacity</b>	<b>0</b>	The proposal will have no impact on highway capacity, though encouraging more people to cycle to work will have an impact on congestion on the network

Please indicate the potential for this project to support a Greener Economy in South Yorkshire, specifically Net Zero Carbon. Consider the extent this scheme could reduce carbon emissions from a significant source of emissions		
Qualitative	Rating +2 to -2	Justification of the score
Net Zero Carbon	2	<p>The <i>BMBC Zero Carbon Sustainable Energy Action Plan (SEAP) 2020-2025</i> identifies 26% of all carbon emissions in Barnsley comes from Transport. BMBC has identified the target for the borough to be zero carbon by 2045. The SEAP has stated that one of the ways of accomplishing this is via provision of more active modes of travel.</p> <p>The proposed scheme therefore links into this and will contribute to the Net Zero Carbon agenda.</p>
Please indicate any other benefits not included above which are important to demonstrate value for money of your scheme (eg air quality, health benefits etc- add lines as needed)		
Qualitative	Rating +2 to -2	Justification of the score
Health Benefits	2	The <i>BMBC Public Health Strategy 2018-2021</i> identifies that improving levels of physical activity is one of the key objectives to improving residents' health. Facilitating walking and cycling amongst local residents' will which will bring health improvements to the general population.
Air Quality	2	As, mentioned there are three AQMA's located in and around Barnsley Town Centre. If modal shift is obtained and reductions in private car use and congestion occur, especially on the key transport routes, then air quality will be improved and there is potential for the AQMA's to be revoked.
4 COMMERCIAL CASE		
How well understood it the potential procurement approach (mark one)?		
<b>Tried and tested, risk largely with supplier:</b> Established supplier market and promoter team have existing experience. Very Low risk		X
<b>Tried and tested, some risk sharing:</b> Established supplier market and promoter team have existing experience. Expectation that risk sharing can be mitigated. Low Risk		
<b>Emerging or some risk sharing:</b> Potential new market or a small number of suppliers. Increasing levels of risk sharing or limits to the ability to mitigate. Medium risk		
<b>Novel procurement or complex risk sharing:</b> Uncertain supplier market, new product or service, limited promoter experience and potential for promoter bearing significant risks. High risk		
<b>Procurement route to be defined:</b>		
5 FINANCIAL CASE		
A - Total Estimated Scheme Cost (£)		£2,400,000

B - Estimated TCF Grant Funding Sought (£):	£2,400,000
C - Total Estimated Investment from other sources (£):	Land dedicated as part of 'The Seam' development and access provided.
D - TCF as % of Total Estimated Scheme Investment:	100%

6 MANAGEMENT CASE	
<b>What is your preferred target date to start and complete the scheme?</b>	
<b>Complete outline design</b>	<b>March 2021</b>
<b>Issue Outline Business Case to MCA</b>	<b>19<sup>th</sup> April 2021</b>
<b>Complete procurement</b>	<b>Winter 2021</b>
<b>Start works</b>	<b>1<sup>st</sup> April 2022</b>
<b>Complete work / scheme opening</b>	<b>31<sup>st</sup> March 2023</b>
<b>What would you need to accelerate these dates?</b>	
Additional staff resources for design work and OBC and FBC submission.	
Assumptions made that EOI would be approved at March 2021 MCA.	
<b>Please set out the top five delivery risks which could impact you completing the scheme within the TCF funding deadline of March 2024 and mitigations for this</b>	
<ol style="list-style-type: none"> <li>1. <b>COVID and the impacts – potential issue around delivery of materials, contractors working on site</b> - Watching brief on the impacts – particularly Tier levels Safe Working practices on site;</li> <li>2. <b>Statutory Undertakers Apparatus</b> - Early submissions for stats information;</li> <li>3. <b>Planning Consent</b> - Failure to collect sufficient data and agree relevant mitigation measures. Objection by statutory consultees.</li> </ol>	
<b>Please provide evidence that you have sufficient backing from your organisation to progress this scheme to the timescale you have proposed.</b>	
<b>The Submission of this (and other Expressions of Interest) have been discussed at the Strategic Transport Board (STiB) and has approval by the Board and the SRO (Matt Gladstone, Executive Director).</b>	
<b>Please confirm if an initial assessment of State Aid has been undertaken and is applicable to this scheme. Failure to consider State Aid may lead unrecoverable costs for the scheme promoter if the project is unsuitable for MCA funding.</b>	
Yes	No
x	