

Transforming Cities Fund: Expression of Interest

1 PROJECT & APPLICANT'S INFORMATION

Project Name:	Active Travel Hub - Darton
Project Location	Barnsley – S75 – Church Street Car Park
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

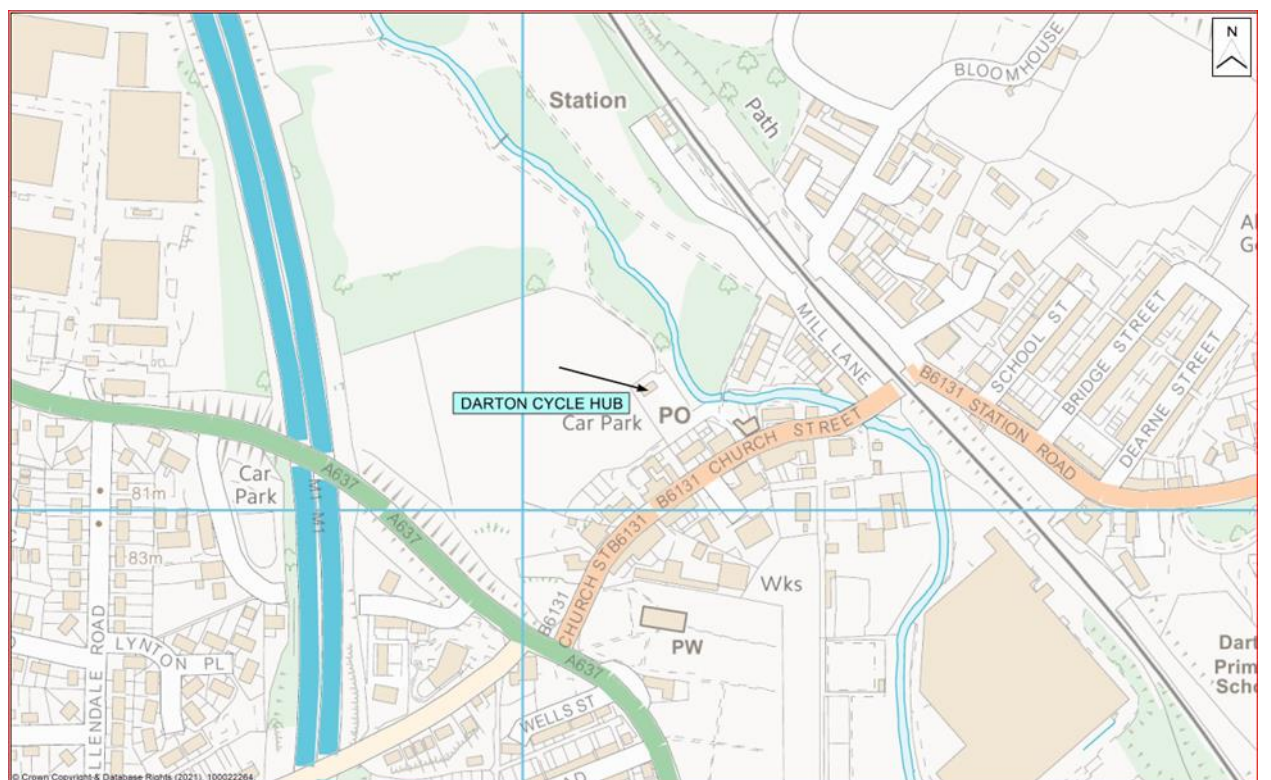
2 STRATEGIC CASE

2.1 – Please provide a summary description of your overall project, appending any supporting graphics where relevant.

The proposal will see the development of an Active Travel Hub at Church Street car park in Darton. Please see Map 1 below for location.

Based on the existing Hub at Barnsley Interchange, it is proposed this new Hub will provide the same complement of services and products, including bike servicing and repair, cycle hire (including electric bikes), cycle parking, as well as provision of the *Well Walk* scheme.

Map 1



2.2 – Specifically what are you seeking MCA funding for?

MCA funding is sought for the establishment of an Active Travel Hub at Darton Car Park off Church Street B6131.

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 is an area of transport poverty located due west of the A61 Old Mill Lane at Old Town, which BMBC's proposed A61 Active Travel Link runs through.

A separate Expression of Interest (EOI) has also been submitted to SCR for an active travel link that runs from the Sculpture Park at J38 and which will connect to the A61 Active Travel Link.

[REDACTED]

The provision of the new Hub will provide opportunities for residents to utilise these new routes when built and, by proposing to connect the two active travel links together via a Hub, better connectivity will be established between the area of transport poverty off the A61 with Darton Business Park and Parkway J38 Business Park, both located on the A637. Connectivity to opportunities at Yorkshire Sculpture Park will also be provided.

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

Darton has been allocated an additional 500 dwellings via the Barnsley Local Plan and is already home to a substantial number of businesses located at Darton Business Park and J38 Parkway Business Park. J38 is also a key gateway into Barnsley town centre via A637. Active Travel connectivity however is virtually non-existent, which along with Covid-19 uncertainties relating to the future of the bus/rail market means car travel is the only realistic form of transport between Darton and Barnsley Town Centre. The provision of a new Hub combined with the proposed Darton Active Travel link, will therefore provide residents the means to engage in walking and cycling, providing a sustainable travel alternative and encouraging modal shift away from private motor car. As part of the existing Transforming Cities Fund, Darton Station has also been included as an additional scheme for Barnsley, providing connectivity between the station and the Active travel hubs and routes beyond.

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 could be removed then this will only encourage and enable residents to take up active travel, creating this cultural shift.

The provision of cycle parking will also encourage sustainable travel to and from Darton Station, shifting use away from the park and ride facility. Although cycle parking is provided at Darton Station, security and risk of theft is a major concern, and like other cycle parking facilities at other stations in Barnsley, these facilities are not well used.

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 Darton.

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 an Active Travel Hub in Darton.

b) Medium-term SMART outcomes

- Improve facilities to cater for active travel;
- Increase levels of physical activity – both walking and cycling;
- Improve accessibility to employment;
- Improve Air Quality and noise levels;
- Improve levels of road safety;
- 6.2km of new active travel route.

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
Increase demand for active travel	2	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.
Improve public transport / viability	2	The provision of the Active Travel links to and from Darton, the links to the station and having safe, secure storage for cycles could encourage more people to cycle to the rail station for onward journeys.
Unlock land for development	0	The proposal will have no impact on unlocking land for development. Although the proposed Darton Link Route (subject

		of a further EOI) does link development sites to the station and beyond to Mapplewell.
Improve highway capacity	0	The proposal will have no impact on highway capacity. Although the increase in mode shift should have a positive impact on capacity 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	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. The proposed scheme therefore links into this and will contribute to the Net Zero Carbon agenda.
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. The Darton Active Travel route also links to Wakefield and the Sculpture Park which will only bring about increased footfall to leisure / recreation / cultural sites.
4 COMMERCIAL CASE		
How well understood is the potential procurement approach (mark one)?		
Tried and tested, risk largely with supplier: Established supplier market and promoter team have existing experience. Very Low risk		X
Tried and tested, some risk sharing: Established supplier market and promoter team have existing experience. Expectation that risk sharing can be mitigated. Low Risk		
Emerging or some risk sharing: Potential new market or a small number of suppliers. Increasing levels of risk sharing or limits to the ability to mitigate. Medium risk		
Novel procurement or complex risk sharing: Uncertain supplier market, new product or service, limited promoter experience and potential for promoter bearing significant risks. High risk		
Procurement route to be defined:		
5 FINANCIAL CASE		
A - Total Estimated Scheme Cost (£)		£354,000

B - Estimated TCF Grant Funding Sought (£):	£354,000
C - Total Estimated Investment from other sources (£):	Existing building to be dedicated by the Council.
D - TCF as % of Total Estimated Scheme Investment:	100%

6 MANAGEMENT CASE					
What is your preferred target date to start and complete the scheme?					
Complete outline design	March 2021				
Issue Outline Business Case to MCA	19 th April 2021				
Complete procurement	Winter 2021				
Start works	1 st April 2022				
Complete work / scheme opening	31 st March 2023				
What would you need to accelerate these dates?					
Additional staff resources for design work and OBC and FBC submission.					
Assumptions made that EOI would be approved at March 2021 MCA.					
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					
<ol style="list-style-type: none"> 1. COVID and the impacts – potential issue around delivery of materials, contractors working on site - Watching brief on the impacts – particularly Tier levels Safe Working practices on site; 2. Statutory Undertakers Apparatus - Early submissions for stats information; 3. Planning Consent - <i>Will</i> need to determine whether a Change of Use application is required or whether the use falls under Permitted Development. 					
Please provide evidence that you have sufficient backing from your organisation to progress this scheme to the timescale you have proposed.					
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).					
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.					
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