

# Transforming Cities Fund: Expression of Interest

## 1 PROJECT & APPLICANT'S INFORMATION

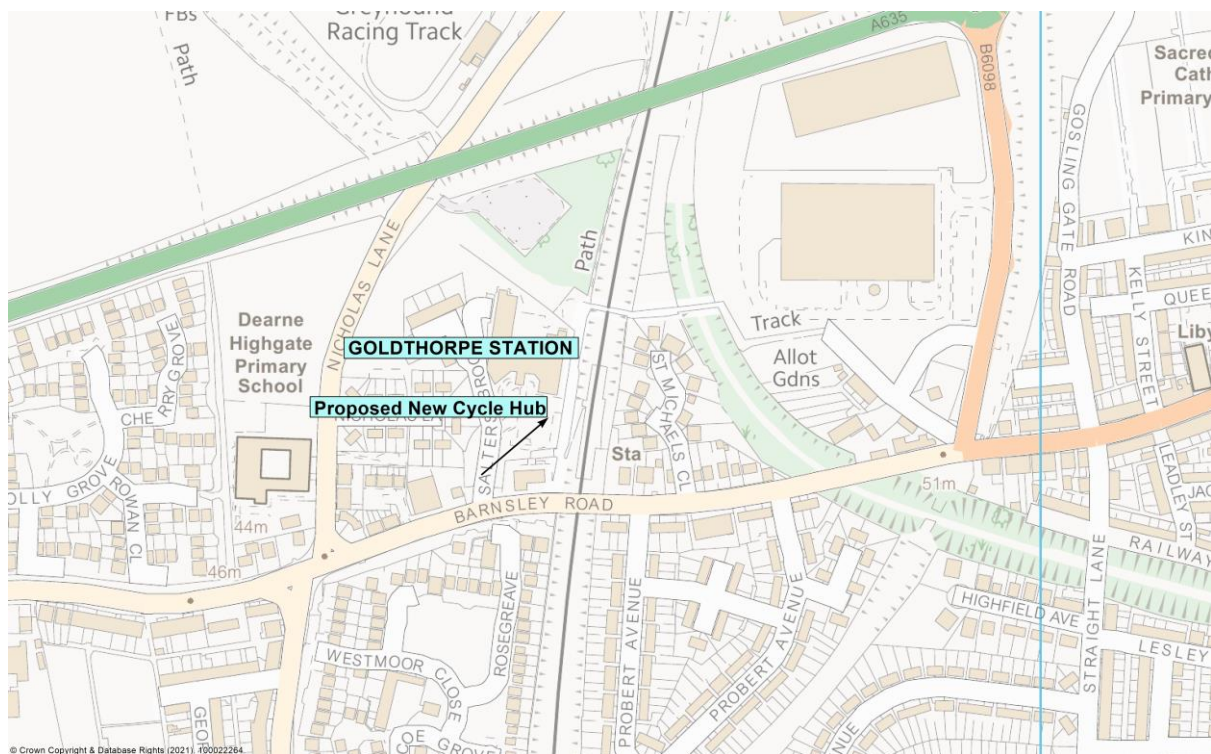
Project Name:	Active Travel Hub – Goldthorpe
Project Location	Barnsley – S63 – Goldthorpe Rail Station – Doncaster Road
Applicant Organisation	Barnsley Metropolitan Borough Council (BMBC)
Contact Name and Role:	Tracey Brewer - Head of Transport
Email:	traceybrewer@barnsley.gov.uk
Telephone:	[REDACTED]
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 a new Active Travel Hub at Goldthorpe Rail Station, located on Doncaster Road. This will either be part of the new station build or as a standalone building within the station footprint. See Map 1 below:

**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 Goldthorpe Rail Station.

## 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**

A large proportion, not just of Goldthorpe itself, but the Goldthorpe Principal Town, which also includes Thurnscoe and Bolton upon Dearne falls within a transport poverty area.

Despite this, Goldthorpe is a growing area of opportunity with major investment and redevelopment proposed as part of the Towns Fund as well significant growth allocated as part of the Barnsley Local Plan. Site ES10 is located just outside Goldthorpe on the A635 and will see the development of 73ha of employment land. This site is now coming forward as part of the Goldthorpe Masterplan.

Previous evidence conducted as part of *BMBC's Active Travel Study 2018* indicated that the cost of cycling was the biggest barrier to engaging with active travel. The proposed Hub will offer the same services and cycle parking as the one currently at Barnsley Interchange, with the opportunity for cycle and equipment hire, cycle repair and cycle parking. Removing this barrier will help residents to engage with active travel and better connect them to these forthcoming opportunities. BMBC also has aspirations to develop active travel routes directly connecting the Dearne with Barnsley town centre. The proposed Hub will help complement usage of these routes once developed and assist in connecting to opportunities future afield.

### **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**

The Dearne Corridor has been allocated significant levels of housing and employment growth up to 2033, which with the redevelopment of Goldthorpe itself, will be a key area of rising demand in the future which may impact on the delivery of growth.

In 2019/2020, Goldthorpe Rail Station catered for 58,000 passengers. Goldthorpe itself has a population of around 6000 people. The provision of a new Hub will therefore provide these residents and commuters with the means to engage in walking and cycling, by providing cycle hire, cycle parking and repair and providing 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. As mentioned, cost of cycling is the main barrier to walking and cycling. If this cost of cycling could be removed, then this will only encourage and enable residents to take up active travel and create this cultural shift. The Hub will link into the proposed A635 Active Travel Link, which has also been submitted to TCF and which will provide a safe segregated route between Goldthorpe and Barnsley Town Centre and employment opportunities on the A635 and Stairfoot roundabout.

The provision of additional cycle parking at Goldthorpe Station which is secure and safe will also encourage sustainable travel back and forth. Although cycle parking provision is currently provided, security and risk of theft is a major concern and a major deterrent of use. Therefore, the provision of safe, secure cycle parking within an enclosed Hub will encourage greater use and more sustainable travel helping to create a culture shift.

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

The Dearne has significant health inequalities and health outcomes which are below the Barnsley and 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 Goldthorpe.

**2.3 – Please set out your SMART objectives**

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

**a) Short-term SMART outputs**

- Development of a new Active Travel Hub at Goldthorpe Rail Station

**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;
- Over 7km 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
<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 Goldthorpe, 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.
<b>Unlock land for development</b>	<b>0</b>	The proposal will have no impact on unlocking land for development. Although the proposed A635 Active Travel Link and link to Thurnscoe Station does link development sites to the station and beyond to Goldthorpe.

<b>Improve highway capacity</b>	<b>0</b>	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.
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**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**

<b>Qualitative</b>	<b>Rating +2 to -2</b>	<b>Justification of the score</b>
<b>Net Zero Carbon</b>	<b>2</b>	<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 (e.g. air quality, health benefits etc- add lines as needed)**

<b>Qualitative</b>	<b>Rating +2 to -2</b>	<b>Justification of the score</b>
<b>Health Benefits</b>	<b>2</b>	<p>The BMBC Public Health Strategy 2018-2021 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.</p> <p>The A635 Active Travel Link also links to Barnsley Town Centre and Trans Pennine Trail, which will only bring about increased footfall to leisure / recreation / cultural sites.</p>

#### **4 COMMERCIAL CASE**

**How well understood is 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	<b>X</b>
<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 (£)	£504,000
B - Estimated TCF Grant Funding Sought (£):	£504,000
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?**

<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>

**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**

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** - Will 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.**

Yes	No
x	