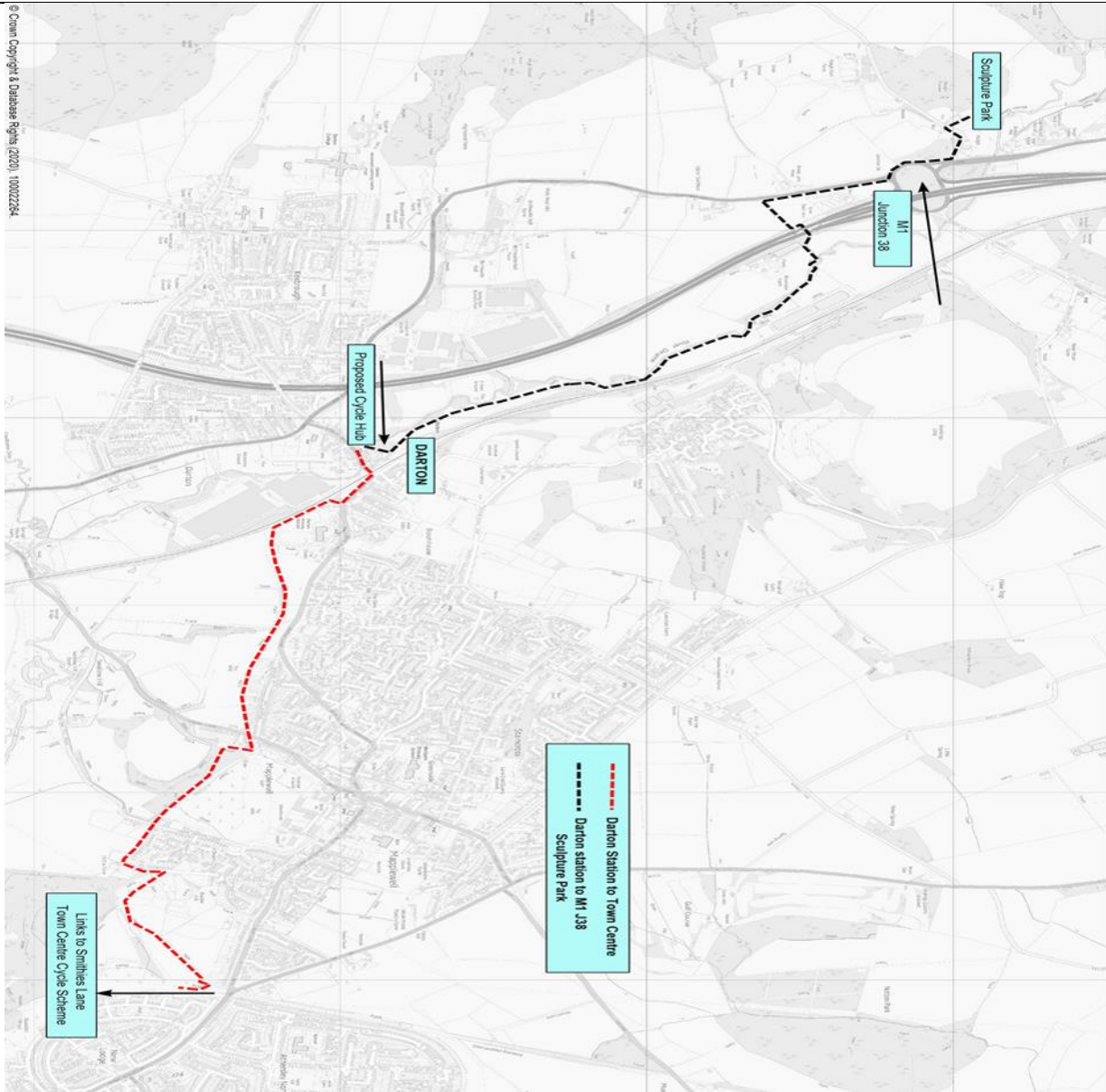
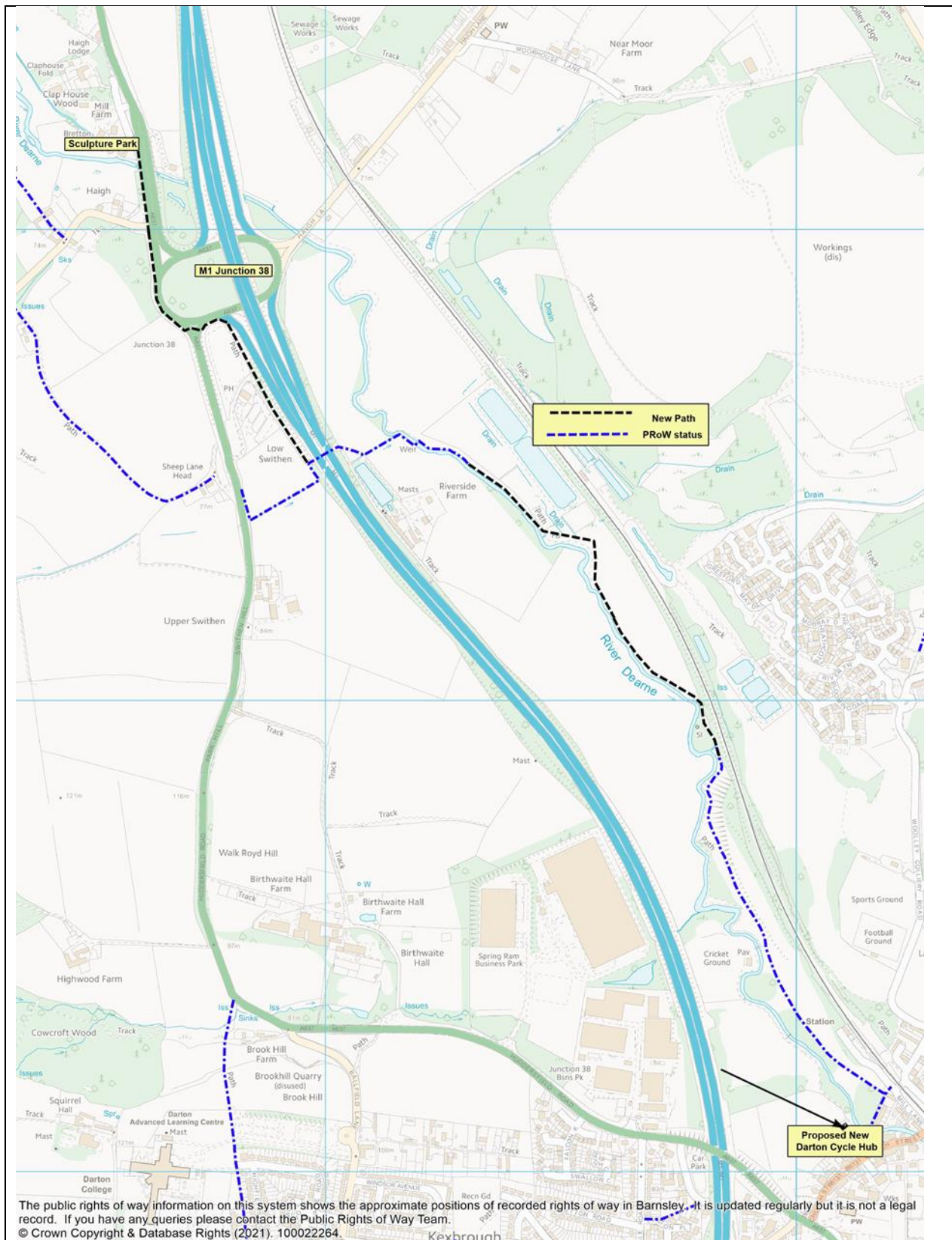


Transforming Cities Fund: Expression of Interest

1 PROJECT & APPLICANT'S INFORMATION	
Project Name:	M1 J38 – Darton Active Travel Route
Project Location	S75 – J38 M1 Yorkshire Sculpture Park to A61 Active Travel Link via Darton Rail Station
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 'M1 J38 Darton Active Travel Route' is a package of measures which seeks to promote walking and cycling connectivity between 'The Yorkshire Sculpture Park' located at J38 M1 and the proposed A61 Active Travel Link via Darton Rail Station. By linking to the proposed A61 Active Travel Link, which itself have been submitted to TCF, an uninterrupted walking and cycling route will be established connecting J38 with Barnsley Town Centre. The proposal will also see the establishment of an Active Travel Hub at the Church Street car park (subject to a separate Eol / funding).</p> <p>An overview of the scheme is provided in Map 1, with the scheme incorporating both the red and black route.</p> <p>As part of this Expression of Interest (EOI) there are two variants of the scheme which will undergo options appraisal during the Outline Business Case Stage (OBC). Option 1 provides and Off-Road route from J38 to Darton Station and is shown in Map 2. Option 2 incorporates an on-road element on the A637. This is shown in Map 3.</p> <p>Map 1</p>	

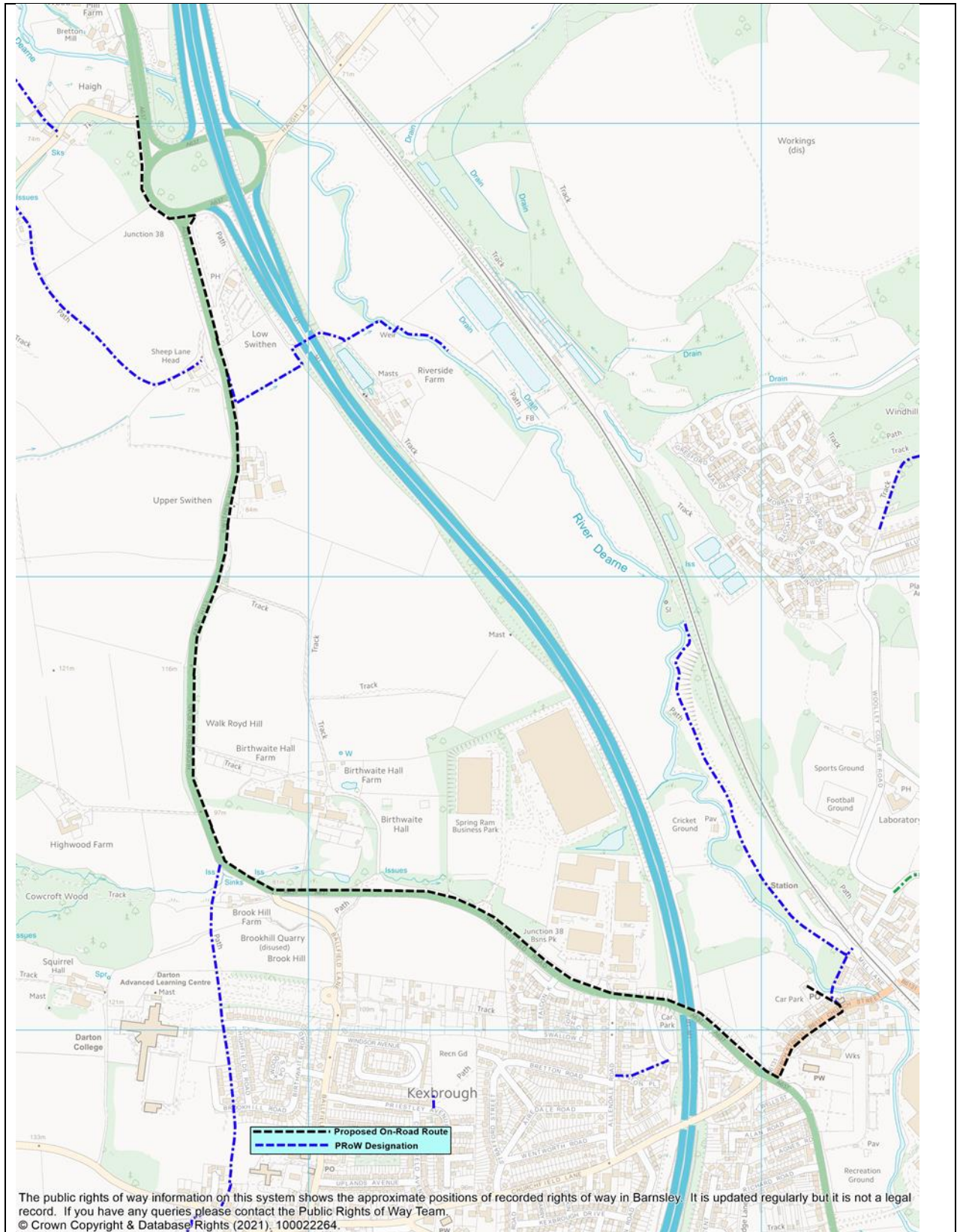


Map 2 – Option 1



The public rights of way information on this system shows the approximate positions of recorded rights of way in Barnsley. It is updated regularly but it is not a legal record. If you have any queries please contact the Public Rights of Way Team.
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Map 3 – Option 2



The public rights of way information on this system shows the approximate positions of recorded rights of way in Barnsley. It is updated regularly but it is not a legal record. If you have any queries please contact the Public Rights of Way Team.
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2.2 – Specifically what are you seeking MCA funding for?

- Sections of on and off-road active travel routes with a minimum width of 3m;
- Improvements to pedestrian crossings;
- Wayfinding signage;
- Improvements to public realm;
- Resurfacing of existing sections of the routes;
- Provision and improvements to lighting;
- 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 the proposed A61 Active Travel Link runs through. By proposing to connect the two active travel links together, better connectivity will be established between this area of transport poverty 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. As this connectivity will be enhanced via an active travel link it will be done 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

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 this active travel will therefore provide a sustainable alternative and encourage modal shift away from private motor car.

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

Concerns about safety and the lack of safe segregated active travel infrastructure are often cited as one of the main reasons people do not engage with active travel. Therefore, this scheme, by providing a safe inclusive segregated link connecting to key areas of Barnsley will help will improve perceptions of safety and reduce pedestrian and cycling related accidents, which will help to create this cultural shift to active travel and away from private motor car.

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

- 6.2km of minimum 3m wide active travel route;
- 5 junction improvements to benefit non-car modes;
- Provision of new Active Travel Hub in Darton.

b) Medium-term SMART outcomes

- Improve facilities and access by active travel;
- Increase levels of physical activity;
- Enhance Green Infrastructure;
- Improve accessibility to employment;
- Improve Air Quality and noise levels;
- 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
Increase demand for active travel	2	SCR Active Travel Implementation Plan recognises that the most effective active travel strategies consider the combined roles of hard infrastructure and behaviour change interventions. The proposed scheme provides the hard infrastructure 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 SCR TCF SOBC recognises bus punctuality on the A61 Corridor has declined between 2017 and 2019 due to increasing levels of congestion and the knock-on effect this is having on bus market viability. The principle is the same for bus travel on A637 or B6131. If many of the shorter journeys between Darton and Barnsley town centre which are currently undertaken by private motor car are transferred to active travel, the impact will be the same in terms of improving public transport and viability.
Unlock land for development	0	The proposal will have no impact on unlocking land for development. Although it will 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
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Net Zero Carbon	2	<p>The BMBC Zero Carbon Sustainable Energy Action Plan (SEAP) 2020-2025 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 BMBC Public Health Strategy 2018-2021 identifies that improving levels of physical activity is one of the key objectives to improving residents health. This is linked into perceptions of safety and the provision of this off-road active travel route will enable more people to engage with active travel which will bring health improvements to the general population.
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 (£)		£1,612,300
B - Estimated TCF Grant Funding Sought (£):		£1,612,300
C - Total Estimated Investment from other sources (£):		 <p>A separate EoI for the AT Hub has also been submitted Darton Station also features in the TCF station improvement access scheme – with an ask of £354k.</p>

D - TCF as % of Total Estimated Scheme Investment:	100%
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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	19th April 2021				
Complete procurement	Winter 2021				
Start works	1st April 2022				
Complete work / scheme opening	31st 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 July 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. Early engagement with landowners; 3. Old Mine Workings - Most of the borough is made of old mining villages, so ground investigation surveys will be required where any deep excavation is required; 4. Planning Consent - Failure to collect sufficient data or identify all environmental constraints and agree relevant mitigation measures. Objection by statutory consultees with regards adequacy of the Environmental Statement; 5. Lack of support from landowners – some of the required land is not within BMBC ownership – early submissions and engagement with landowners. 					
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.					
<table border="1" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Yes</td> <td style="width: 50%; text-align: center;">No</td> </tr> <tr> <td style="text-align: center;">x</td> <td></td> </tr> </table>		Yes	No	x	
Yes	No				
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