

Transforming Cities Fund: Expression of Interest

1 PROJECT & APPLICANT'S INFORMATION

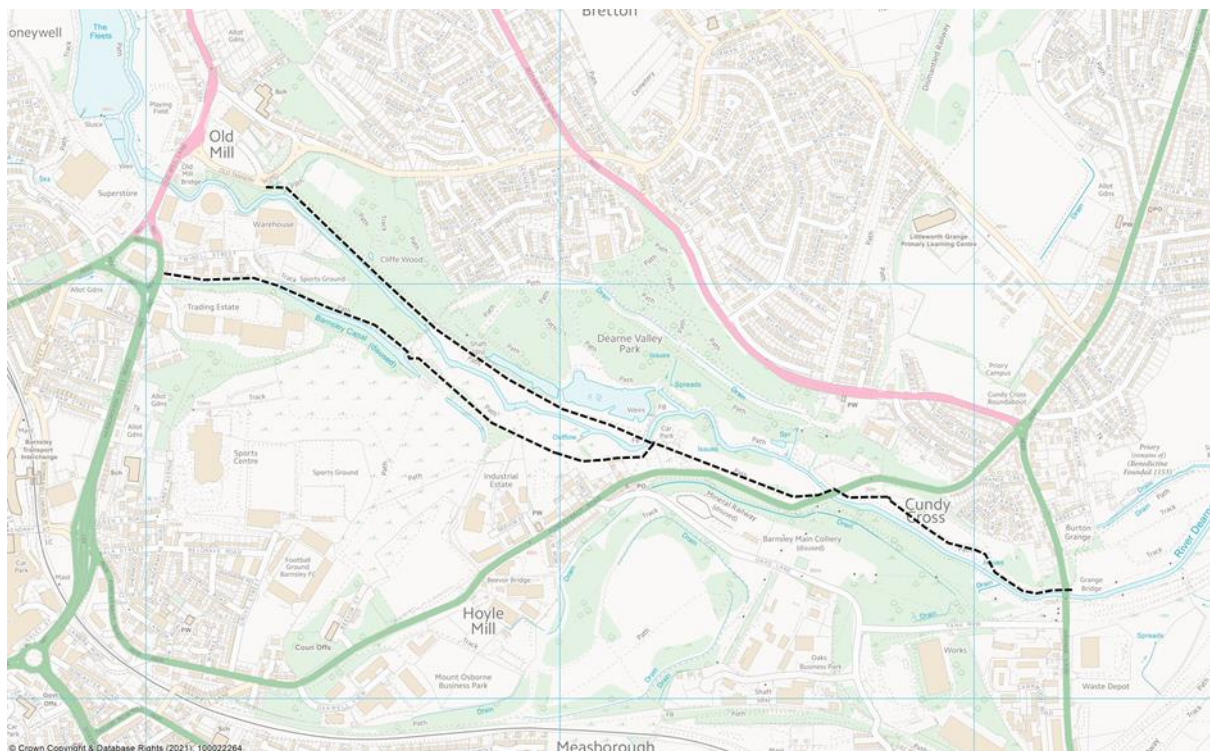
Project Name:	River Dearne Long Route
Project Location	Barnsley – S71. Area between A61 Old Mill Lane and A628 Pontefract Road
Applicant Organisation	Barnsley Metropolitan Borough Council (BMBC)
Contact Name and Role:	Tracey Brewer - Head of Transport
Email:	traceybrewer@barnsley.gov.uk
Telephone:	[REDACTED]
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 proposed 'River Dearne Long Route' scheme consists of a package of measures which seeks to improve walking and cycling connectivity between A61 Gyratory at Old Mill Lane and A633 Grange Lane via A628 Pontefract Road. The proposal will also incorporate a spur which will improve connectivity to Old Tannery Road. This scheme formed part of the original "high cost" SOBC. Please see Map 1 for illustration:

Map 1



2.2 – Specifically what are you seeking MCA funding for?

MCA funding is sought for the following:

- Infrastructure improvements to 2.4km of off-road active travel route and improving widths to accord with LTN 1/20, MCA standards;
- Provision of Toucans crossing at Grange Lane and Pontefract Road;
- Wayfinding signage;
- Improvements to public realm;
- Resurfacing improvements;
- Improvements to lighting;
- Development of a zig-zag route to replace existing steps to provide inclusive access to accommodate difference in levels at Dearne Valley Country Park.

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 two separate areas of transport poverty which will benefit from this scheme. This includes the Old Town area due west of the A61 and the area located around Monk Bretton Priory. These areas will benefit from the provision of enhanced off-road active travel connectivity which is safe and sustainable to opportunities located either at A61 Old Mill Lane or Grange Lane Industrial Estate, as well as wider opportunities located within Barnsley town centre and around Stairfoot; and will connect into the schemes already allocated within the TCF programme.

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 Sheffield City Region (SCR) Active Travel Implementation Plan identifies the need to improve active travel connectivity within the A61 Corridor. The A61 is likely to see an increase in demand due to increasing number of businesses locating on the A61 and also due to growth which has been allocated via the Barnsley Local Plan. An example of this is Housing Site HS17 which has been allocated for 250 dwellings. The provision of this scheme will help contribute to the modal shift away from private car and towards active travel and s106 monies could be secured for further enhancements.

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

Concerns about safety and the lack of safe off-road active travel infrastructure are often cited as one the main reasons people do not engage with active travel. Therefore, this scheme, by providing a safe inclusive off-road 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. Any modal shift derived from the scheme will also help to remove the Air Quality Management Area located at the bottom of Harborough Hill Road on the A61.

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

- 2.4km active travel route improvements – designed in accordance with LTN 1/20, MCA standards
- 5 junction improvements to benefit non-car modes.

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 <i>the most effective active travel strategies consider the combined roles of hard infrastructure and behaviour change interventions</i> . 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. Although the SOBC was specifically referring to bus infrastructure improvements, the principle is the same. If many of the shorter journeys between A61 and A628/A633 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	1	Although not directly linked, the proposed route could potentially contribute to the unlocking of HS17 via modal shift and helping to reduce levels of congestion on the A61. The same is true for HS27 which has been allocated for 230 houses at Bleachcroft Way Industrial Estate, south of Stairfoot Roundabout. If congestion is reduced at Stairfoot Roundabout via reducing demand on A633, the scheme could potentially help in delivery.

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
Air Quality	2	There is a Air Quality Management Area (AQMA) at the bottom of Harborough Hill Road. If modal shift on the A61 can occur and more people engage in active travel then the proposed scheme has potential to improve levels of air quality which may lead to the revocation of this AQMA.
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 (£)	£511,150
B - Estimated TCF Grant Funding Sought (£):	£511,150
C - Total Estimated Investment from other sources (£):	N/A
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	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 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

- 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;
- Statutory Undertakers Apparatus** - Early submissions for stats information;
- 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;
- 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;
- Flood Risk** – work closely with Environmental Agency to reduce risk.

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	

