

Chapter 12. Our Major Schemes

Introduction

- 12.1** The Northern Wayvision seeks to transform the north into an area of exceptional opportunity, combining a world-class economy with a superb quality of life. The development of the economic regeneration of South Yorkshire is set out in the SYSSV, which will be an integral part of the emerging RSS for Yorkshire and Humberside. It focuses upon the future sustainable development of the four main urban centres, a result of which is a clear need to focus upon the connectivity of the Centres with each other, the more deprived areas of the sub-region, in particular the former coalfield settlements, whilst taking into account the wider objectives for the regeneration of the region.
- 12.2** The economic regeneration of South Yorkshire will be an integral part of the emerging RSS for Yorkshire and Humberside. It focuses upon the future sustainable development of the four main urban centres, a result of which is a clear need to focus upon the connectivity of the main centres with each other, the more deprived areas of the sub-region, in particular the former coalfield settlements, whilst taking into account the wider objectives for the regeneration of the region and the Northern Way.
- 12.3** Our public transport led strategy is based around the Shared Priorities, has identified a range of objectives which will help to achieve our vision of a sustainable transport network which will help to meet South Yorkshire's social, economic and environmental aspirations. These can be summarised as follows:-
- To provide excellent road, rail and air links from South Yorkshire;
 - The development of a high quality public transport network;
 - To make the best use of the existing road network;
 - To provide a safe transport system;
 - To address air quality and other 'quality of life' issues.
- 12.4** The five year capital programme of Integrated Transport and Maintenance schemes, as set out in Chapter 11, has been developed to work toward achieving these objectives. However, there are significant gaps in the South Yorkshire network which require substantial intervention that cannot be delivered by the minor works programme alone. These gaps hinder the sub-region's ability to meet its strategic imperatives for better external connectivity, improved internal connectivity between the main urban centres by a high quality public transport system, and improved accessibility that can unlock the potential of key regeneration and renaissance opportunities without contributing to congestion. Our seven new major schemes therefore, are considered essential to filling some of these gaps and delivering our wider LTP objectives and to support sub-regional and regional strategies. They are, we believe deliverable within the LTP2 timeframe, fit best with the LTP objectives and shared priority areas, best meet our wider social, economic and spatial objectives and are consistent with regional strategies, They have been supported by the RTB. They are:-
- A61 Penistone Road/Upper Don Valley QBC;
 - Barnsley Town Centre to M1 Link;
 - Finningley and Rossington Route Regeneration Scheme (FARRRS);
 - Supertram Extension;
 - Waverley Link Road;
 - Yorcard;
 - Yorkshire Bus Project.

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- 12.5** The details of our major scheme proposals are summarised below. In order to demonstrate how each scheme relates to our LTP objectives and wider regional objectives, they have been grouped under three strategic headings. This allows us to demonstrate the priorities we attach to the schemes in the context of the particular set of challenges each must address, and shows how the schemes link back to the themes of our Transport Vision (*referred to in Chapter 3*) .
- 12.6** A detailed independent risk assessment of each proposal has been undertaken, with each scheme being classified under one of the following criteria:-
- **Low Risk:** Schemes not requiring a Public Inquiry;
 - **Medium Risk:** Schemes where statutory and other processes are not timetabled but Public Inquiry unlikely;
 - **High Risk:** Public Inquiry likely but not timetabled.
- 12.7** We provide fuller information below about other elements of risk over which we have a greater level of influence and for which we are taking appropriate measures to mitigate.

Improving South Yorkshire's External Connectivity

Finningley and Rossington Regeneration Route Scheme (FARRRS)

Gross Cost	£103 million
DfT Contribution	55%
Date of Appraisal Submission	July 2005
Estimated Start Date	2009
Estimated Completion Date	2011
Key Risk to Deliverability	Level of private sector contribution, timetable for Public Inquiry not yet known

Scheme Summary

- 12.8** FARRRS will provide a direct link from the M18 at Junction 3 to Rossington and RHADS
- 12.9** Rossington, an ex-mining community, is one of Doncaster's most deprived wards and the introduction of the link road will enable the development of previously inaccessible land which together with improved access to RHADS will stimulate investment and lead to creation of an estimated 11,000 jobs. Linkage to the M18 will improve regional connectivity from the international airport to major centres across Yorkshire and Humberside, including Hull and the Humber Ports to the east. Cross-regional trips (eg to Manchester Airport) would be reduced, relieving congestion on the strategic road network including Trans Pennine routes. The scheme offers the potential for integration with the A638 QBC and enhances the potential for a parkway station on the ECML, accessible from FARRRS, further contributing to the objectives of the RSS by improving surface access to its airports by public transport.

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- 12.10** Linking RHADS with the motorway network will improve South Yorkshire's connectivity contributing to the SYSSV and its core themes. This is a key issue within RSS, RES and RPG. It also complements the emerging Northern Way proposals. The provision of such a link will act as a catalyst for investment in the wider region as well as, specifically, within the M18 SEZ. The prioritisation of FARRRS for inclusion in the Regional Transport Board's programme confirms its regional importance.
- 12.11** A business case is submitted within LTP2 to allow the scheme to be programmed for construction from 2009. Negotiations are underway to secure match funding from Peel Airports and a funding bid has been submitted to Yorkshire Forward's Investment Plan. Contractual issues are being investigated to consider the role of Early Contractor Involvement. Statutory procedures will commence in 2006. The gross cost of the scheme is £103 million however with the match funding identified above there will be a significant reduction in the cost to the public sector resulting in a net cost to DfT of £58 million.
- 12.12** The scheme has been market tested with the private sector and contractual issues are being investigated to consider the role of Early Contractor Involvement (ECI). Statutory procedures will commence in 2006. A public inquiry is expected to be held some time during 2006/07. Scheme promoters currently do not anticipate receiving significant objections. ECI and careful project management will assist in the delivery of this scheme on time and to budget.

Improving Internal Links Within South Yorkshire By High Quality, Car Competitive Public Transport

12.13 The following schemes are listed in order of expected start dates:-

A61 Penistone Road /Upper Don Valley QBC

Gross Cost	£12 million
DfT Contribution	£10 million
Estimated Date of Appraisal Submission	December 2006
Estimated Start Date	Spring 2008
Estimated Completion Date	2009
Key Risk to Deliverability	Financial risks not yet identified in detail, revised multi-modal modelling and cost-benefit exercise still to be completed. Public acceptability at detailed design stages still to be determined.

Scheme Summary

12.14 The A61 is the Key Route in the north of Sheffield, running adjacent to the Hillsborough local centre and the Upper Don Valley, and main "non-motorway" Key Route between Sheffield and Barnsley centres. The Proposal for bus priority is an initial stage of the Yorkshire Bus project, accelerated because of the pressing need to improve accessibility to key regeneration sites within the Objective 1 programme. As described in Chapter 5 the Upper Don Valley forms part of the M1 Corridor SEZ and yet access to several of the key development sites needs unlocking in a way that is sustainable for the adjacent local communities.

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- 12.15** Penistone Road (A61) provides core access for through traffic between Sheffield and Barnsley centres via Hillsborough and Chapeltown linking to the M1 at Junction 36. It also accommodates several of Sheffield's "core" bus routes, including some of those encompassed by two existing bus priority projects, namely North Sheffield Better Buses and the Sheaf Valley QBC. The A61 funnels through traffic away from Hillsborough and residential areas, many of which lie in areas of deprivation and form part of Community rebuilding initiatives such as Southey and Owlerton; and the HMR Pathfinder, and one of the priority areas in the LTP Accessibility Strategy. Penistone Road suffers from congestion and delays during weekday peak periods and at weekends, and buses are currently caught up in this – so much so that First Group have previously described this as their top priority route in Sheffield for improvements to bus operations. Much of this existing congestion is concentrated around the Leppings Lane area, and at the Hillsborough local centre.
- 12.16** The areas alongside the A61 are some of the most deprived communities in Sheffield with a real need for sustainable access to key employment sites and local jobs.; Quality public transport plays an important role in reversing the "worklessness" trend and improved operating conditions for buses will improve the services' desirability and reverse the decline in bus patronage as well as increasing the viability of travel to work opportunities. The scheme will ensure that the integrity of the A61 as a key route between Barnsley and the city centre is not compromised, in line with the vision for Sheffield City Region. The transport investment that has already been input into the area needs protecting and the full potential of its benefits realising. The projects mentioned above will both profit from and contribute to the success of this scheme.
- 12.17** The scheme has been identified as a priority by the RTB because of its overall contribution to the achievement of the RES, and the under-pinning RTS.
- 12.18** The provision of Guided Bus Lanes has been considered but ruled out because of the resulting capacity reduction on this Key Route. A package of selective bus priority measures is therefore proposed instead, including:-
- Online capacity improvements along the A61 giving priority to public transport vehicles in both directions – including bus lanes, real-time detection and SVD priority at traffic signals;
 - A bus-based park and ride site near Leppings Lane roundabout;
 - A new bridge, linking the key Objective 1 development "cluster" on Clay Wheels Lane to the A61 and the A629 Middlewood Road, improving accessibility to Stocksbridge and Penistone and enabling the removal of through traffic from the Leppings Lane area and subsequent re-allocation of space to public transport vehicles (both Supertram and buses), pedestrians and cyclists;
 - Improvements to three key junctions, including the A61 / Leppings Lane junction, to provide bus priority through the junction, and also improve access to key development sites at Clay Wheels Lane and Herries Road;
 - Provision of bus-related infrastructure and facilities along the corridor.
- 12.19** The benefits that the improvements will deliver include:-
- Peak hour journey time savings of around 4 minutes in the morning peak and 9 minutes in the evening peak are forecast for public transport vehicles between Leppings Lane and the Inner Ring Road;
 - 10 - 12% increase in bus patronage associated with the improvements;
 - Road casualty savings with new junction improvements;
 - Better accessibility to employment opportunities at key Objective 1 SEZ regeneration sites on Claywheels Lane and Herries Road, plus existing local retail and leisure amenities. The modal shift achieved by this scheme should contribute to an improvement in air quality.

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12.20 A phased approach to delivering the improvements may be possible, but the maximum benefit can only be gained from the delivery of the major components in a short timeframe. This is possible because no third-party land acquisition is currently required. Risks will therefore centre on financial issues of construction within existing highway.

12.21 A full business case will now be available for submission in November 2006, because of upgrades in our current transport model and the need to incorporate the revised requirements of Submissions for major schemes. This will be reflected in the eventual cost-benefit analysis. The intention is then to enable a start to be made in the spring of 2008 to tie in with the completion of the Objective 1 programme.

Supertram Extension

Gross Cost	£108 million
DfT Contribution	75%
Date of Appraisal Submission	August 2005 (re-submission)
Estimated Start Date	2008
Estimated Completion Date	2011 (depending on phasing, some elements could open earlier)
Key Risk to Deliverability	Securing local 25% contribution to the cost, process timescales

Scheme Summary

12.22 The proposed Supertram Extensions seek to build on the increasing success of the existing network to provide a high quality, high capacity public transport route linking Sheffield and Rotherham centres to each other and to sites along the Lower Don Valley and the M1 corridor and helping to remove traffic from the congested Junction 34 of the M1. By continuing through to Parkgate, it will help to provide more sustainable access to this busy shopping centre and link it to the town centre. The proposed one-way loop to Broomhill will link hospital and university sites in this area to the network, thus providing much improved public transport connectivity to this area as well as linking Broomhill to the network. Access to hospital sites is sometimes problematic and the inclusion of these key sites on the Supertram network, will provide people in areas of Sheffield with a seamless journey to healthcare sites with a minimum of interchange.

12.23 The Supertram extensions will help to deliver the access needs of Sheffield, one of Yorkshire and Humberside's key cities and centre of the RSS defined South Yorkshire City Region. The scheme will improve access to the Lower Don Valley and employment sites of strategic importance. Supertram extensions have the potential to address issues of congestion, provide excellence in public transport services and can deliver high quality public transport links to sites within the SEZs.

12.24 In relation to the M1 corridor, Supertram extensions would contribute to the goals of accessibility, integration and environment, while providing economic benefits by aiding the unlocking of a number of development sites. Supertram helps portray a modern positive image for the region and its extension shows a positive commitment to both the system and the region's future. It is supported by the RTB and prioritised for inclusion in the list of the region's transport schemes.

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- 12.25** High quality public transport links are an important part of Yorkshire Forward's Urban Renaissance agenda. The extension of Supertram to Rotherham has the potential to complement other initiatives designed to enhance the town centre environment and its economic performance. The absence of investment in these corridors will have a long term effect on the development of Sheffield and Rotherham centres.
- 12.26** The complete tram link between Sheffield and Rotherham will provide high quality public transport connectivity in support of the Lower Don Valley Masterplan, particularly if it proves feasible to provide for a diversion to the existing system in the Meadowhall area as part of the scheme (currently under investigation). It is seen as an important part of the masterplan proposals for the regeneration of Rotherham centre that have been developed as part of Yorkshire Forward's Urban Renaissance programme. It has been identified as a Second Tier Regional Transport Priority Scheme under the priority action, 'Strategic Public transport Improvements in South and West Yorkshire' (2nd Tier because further work was required to develop the proposals at the point when the priorities were determined).
- 12.27** Following an initial Annex E funding submission, a number of issues raised by were raised by DfT, including further work on alternative bus based proposals that could address some of the scheme's objectives (albeit less comprehensively) and a supplementary report was submitted. In the event that it does not prove possible to progress the tram proposals, at least at present, the bus based alternatives could form an LTP major scheme in their own right. DfT are now considering the merits of the proposals further in the light of the supplementary information provided.
- 12.28** The proposed scheme will deliver a wide range of benefits that contribute to meeting national and local policy objectives, including objectives in the Government's 10 Year Plan for Transport. The benefits include:-
- Delivery of 675 additional jobs to residents in the 26 wards in Sheffield and Rotherham which are among the most deprived 20% of all wards in England, contributing to the retention and expansion of employment;
 - Significant improvements in access to healthcare, training, shopping and leisure for residents in these wards, contributing significantly to achieving a more socially inclusive society;
 - A substantial contribution to improving the accessibility of Sheffield City Centre, Rotherham Town Centre and sites within the M1 SEZ assisting their economic renaissance;
 - £2.2 million extra public transport journeys annually, matched by a reduction of more than 10 million vehicle kilometres pa on the highway network, assisting in meeting government targets to reduce congestion;
 - Improved access to the transport system and better interchange both within the light rail mode and between it and other travel modes; and
 - A contribution to land use policy to focus development in existing urban centres, on brownfield sites and within public transport corridors.
- 12.29** The scheme will relieve congestion and its side effects in what is a heavily trafficked corridor, achieving modal shift from vehicular traffic to what is a much more sustainable alternative.
- 12.30** Extensive public consultation has taken place during the development of the scheme and this has shown widespread public support for the routes contained in the submission. .

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Yorcard

Gross Cost	£7 million for pilot, £20-25 million for full scheme
DfT Contribution	£20-25 million
Estimated Date of Appraisal Submission	Initial Annex E provisionally approved. Full scheme Autumn 2007
Estimated Start Date	Pilot Spring 2007, Full scheme 2008
Estimated Completion Date	2009
Key Risk to Deliverability	If pilot fails there will be no further submission, technology not yet tested across a wide geographic area, financial risks as scheme requires operator support.

Scheme Summary

- 12.31** A major complaint by passengers making public transport journeys that require single or multiple interchange, is that the ticketing is overly complicated, and can act as a deterrent for many. In addition to physical measures identified to improve bus services as part of the Yorkshire Bus Project, Yorcard compliments this by providing an intelligent smartcard ticketing scheme for South and West Yorkshire that will:-
- 12.32** Facilitate the provision of better ticketing offers for passengers to speed up boarding times
- 12.33** Help enhance the image of public transport in combination with other initiatives thus making public transport a more attractive and realistic option for passengers. Provide data that will assist in developing and marketing public transport services, reduce administrative costs and reduce fraud.
- 12.34** Development of Yorcard is seen as a key component of South Yorkshire's Integrated Ticketing Strategy. It has also been identified as a Regional Transport Priority Scheme under the priority action, 'Region Wide Joint Ticketing and Travel Information Strategy'.
- 12.35** The scheme is supported by the two PTEs in South and West Yorkshire and the bus, rail and tram operators in the area who believe that smartcards can provide significant benefits to the transformation of public transport making journeys both in the sub-region and wider region easier and therefore more attractive.
- 12.36** The Yorcard pilot, which has already been provisionally approved, will demonstrate the costs and benefits of the scheme with a considerable degree of certainty. If successful, it will provide the evidence that there is a business case to support the rollout of commercial ITSO smartcard schemes in a multi-modal multi-operator environment, and provide a platform from which the full scheme could be developed and implemented with low risk. The Marketing will provide increased visibility of innovations in public transport making public perception of public transport better. Whilst tangible benefits will be low because it has to be run with existing systems in parallel, the pilot will test Smartcard viability in a commercial Multi Operator and Multimodal environment. This will inform the provision of smartcard interoperability for e-government initiatives and will help to resolve legal, regulatory and implementation issues.
- 12.37** The scheme has the potential to provide a platform for other smartcard applications that are part of the broader local authority agendas and a basis from which to develop the northern Connect card that has been identified as a deliverable by the Northern Way Growth Strategy.

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Yorkshire Bus Project

Key Risk to Deliverability	Public acceptability at detailed design stages
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Scheme Summary

12.38 The Yorkshire Bus Initiative was developed following the 'Bus Summit' hosted by the Minister for Transport, in summer 2002. The Initiative sought to bring about a step change in bus services to meet modal choice and social inclusion objectives and to consolidate the recent reversals in the long-term decline in bus patronage. The Initiative was a public/private partnership of local authorities in South and West Yorkshire, and local bus operators, with each partner bringing investment and taking responsibility for delivery of elements of the overall scheme.

12.39 The scheme would accelerate investment in bus infrastructure and also reduce social exclusion by facilitating changes to secondary bus networks to promote better links to/from key facilities and the core network. It is a coordinated approach to the improvement of the sub-regional and regional bus network with the phased implementation of both physical and intelligent measures, aimed at providing additional capacity for services and making those services simpler and easier to use. It intends to avoid gaps in the network that can happen with a more piecemeal approach and to maintain the profile, initiative and momentum of the project.

12.40 Objectives:-

- Deliver a step change in the quality of bus services in a short space of time.
- Produce up to 30% patronage growth in 5 years including mode shift from the car.
- Identify a 'fast track' programme of investment that can assist in delivering the patronage growth.
- Identify the level of service that would address social inclusion objectives Identify 'soft' measures that would also be required to meet the patronage target

12.41 Approach:-

- Initially focus infrastructure investment on core networks where the greatest potential for patronage increases/ mode shift lies (other routes subsequently)
- Investment designed to raise the quality of bus travel, improve journey times and reliability
- Complementary networks designed to reduce social exclusion
- Additional revenue generated on core networks generates investment in new vehicles and part funding for social networks
- Comprehensive approach and marketing to raise the image and profile of bus travel

12.42 The proposals include:-

- Capital funding for buses
- Capital funding for Interchange and waiting facilities
- Capital funding for bus priority measures
- Revenue support for supported service enhancements

12.43 The scheme was submitted to DfT jointly by West and South Yorkshire PTEs in 2004. The response and subsequent meetings suggested that Yorkshire Bus could best be considered as an 'umbrella' within which a number of projects link together to produce an overall result greater than the sum of their parts, including:-

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- The programme of bus measures that we will be progressing as part of the LTP Integrated Transport Programme, supplemented by Objective 1 Priority 6 Funding
- The RTI project
- Yorcard
- A61 Penistone Road /Upper Don Valley QBC
- Other detailed proposals for different areas, brought forward on a phased basis

12.44 The overall approach is being pioneered with the North Sheffield, 'Better Buses for Sheffield' project. Whilst we can continue to make progress in this way, support for the overall project would make it more certain that we could secure the comprehensive improvement in the quality of bus services that is required in support of South Yorkshire's transformational vision, in line with our Bus Strategy. Whilst the project was initially conceived as a partnership with the bus operators, it would work well in the context of a QBC, should this be pursued, since the re-investment of generated revenues could be more clearly guaranteed.

12.45 The Annex E submitted in July 2004 identified an overall capital cost in West and South Yorkshire of £133.5m, including DfT funding (£38.9m for South Yorkshire), contributions from the LTP Integrated Transport programmes in the two counties (£1.3m for South Yorkshire) and Objective 1 funding (£8.4m) (as already identified in the Priority 6 Public Transport Package). A phased approach may be possible.

Unlocking Regeneration Potential Through Improved Access

Waverley Link Road

Gross Cost	£7.35 million
DfT Contribution	100%
Date of Appraisal Submission	July 2005
Estimated Start Date	2009
Estimated Completion Date	2009
Key Risk to Deliverability	If favoured route alignment through disused petrol filling station is precluded because of ground conditions alternative site through a playing field will attract public opposition and necessitate a Public Inquiry.

Scheme Summary

12.46 A business case is to be submitted with this document to allow the scheme to be programmed for construction from early 2009.

12.47 The Waverley Link Road is a key transport improvement necessary to facilitate the Objective 1 programme in South Yorkshire. The scheme will provide improved access to new development areas for people living in nearby communities, many of which suffer from high deprivation, and particularly to the Waverley Advanced Manufacturing Park and Airport Business Park.

12.48 The scheme will tackle congestion to remove its constraint on development in the area and will mitigate the impacts of increasing traffic levels, which have resulted in Objective 1 investment and the reinvigoration of the economy of South Yorkshire.

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- 12.49** The scheme will improve access from the south to a number of key locations vital to the regeneration of the area, including the former open cast mining site at Waverley/Orgreave, the Objective 1 developments around the site of the former steelworks near Sheffield City Airport, and to the Lower Don Valley, where Meadowhall shopping centre and a number of Objective 1 sites lie.
- 12.50** The scheme will also benefit the communities of Brinsworth, Catcliffe, Handsworth, Orgreave, Treeton, Aughton and Aston by removing traffic and the associated environmental consequences, in particular air quality.
- 12.51** The scheme will provide significant benefits to the nearby M1 motorway, particularly at Junction 33.
- 12.52** The scheme provides a link road between the existing road network serving the Waverley development area from the A630 Parkway/Catcliffe Interchange and M1 motorway at J33 and provides improved access to the area from the south via J31 and the A57/B6200 as well as relieving existing communities from traffic currently using existing roads in the area.
- 12.53** The scheme is a Regional Transport Priority and is supported by SWYMMMS, SWYMBUS and the Coalfields Communities Campaign.

Barnsley Town Centre to M1 Link

Gross Cost	£52 million (Both Phases) Phase 1: £21 million Phase 2: £31 million
DfT Contribution	100%
Estimated Date of Appraisal Submission	July 2007
Estimated Start Date	2010
Estimated Completion Date	Phase 1: 2011 Phase 2: 2014
Key Risk to Deliverability	Public Inquiry not timetabled, ground conditions and complex construction issues over the railway could extend construction period

Scheme Summary

- 12.54** The M1 town centre link road proposal was developed as a result of the A628 Corridor study.
- 12.55** The study was a response to a number of issues affecting residents and businesses in Barnsley, particularly in terms of the local congestion, poor air quality, unacceptable road safety and unreliable bus services associated with access to the M1 at junction 37 along the existing Dodworth Rd with its extensive residential frontage. To support the Remaking Barnsley initiative, including extensive retail and commercial redevelopment of sites in and around the Town Centre (including some adjacent to the new road link) it is essential that the vitality and viability of the town centre as well as the Borough as a whole can be maintained and strengthened. In addition, Objective 1 is supporting the creation of a major new employment site, (Capitol Park) with capacity for over 800 new jobs, at Junction 37. The study concluded that there is a strategic need to improve access to the town centre from the M1 and the west of the Borough. The M1 town centre link road scheme is designed to fulfil this strategic function.

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12.56 The aims of the scheme are:-

- To provide a high quality gateway access between the M1, the Town Centre, Barnsley District General Hospital and the north and east of the Borough.
- Improve public transport access to the Capitol Park development at Junction 37 from the north and east of the Borough
- Improve environmental conditions and travel options for people living adjacent to Dodworth Road, Pogmoor Road, Summer Lane and the proposed Link Road.
- Support park and ride opportunities at Capitol Park and elsewhere in the A628 Corridor.

12.57 The scheme threads a new single carriageway road along the route of the Barnsley – Penistone railway line, initially branching off the existing Dodworth Road at Pogmoor. The scheme is expected to be taken forward in 2 phases, would create a direct link between J37 and the Town Centre as well as providing an orbital/distributor route around the northern side of the Town Centre creating new links and routes to A 637 Huddersfield Rd and A61 Wakefield Road.

12.58 The phases of the link road are as follows:-

- Phase 1: M1 to Summer Lane
- Phase 2: Summer Lane to Old Mill Lane.

12.59 A positive consequence and intention of the link road scheme is that traffic (including bus priorities) and environmental management and improvement measures will be installed along Dodworth Road and Pogmoor Road to create a more attractive route for cyclists, pedestrians and bus users and as a result offer greater transport options. Also, the reduction in general traffic using Dodworth Road, together with bus priority, will help improve bus movement and enable more efficient and effective operation of a bus based park and ride service from the J37 business park.

Provisionally Accepted Schemes

12.60 A further 5 schemes (approved in LTP1) have provisional approval and will be delivered in the first part of LTP2. They are:-

- Cudworth and West Green Bypass;
- A638 QBC;
- A631 West Bawtry Road;
- A57 M1 to Todwick Crossroads;
- Yorcard (Pilot).

12.61 Barnsley Interchange, now fully approved, has started on site and will be completed in the early part of LTP2.