

Appendix 1 – SCR TCF Programme – ‘High’ Funding Scenario

The following is an indication of the significant schemes being developed within each corridor:

- **River Don Corridor**

- Improved access between Mexborough town centre and the rail station and Doncaster college and the rail station.
- Rail station (and station access) improvements across the district (including Adwick, Bentley, Kirk Sandall, Conisborough, Hatfield and Stainforth), including the access to/from the stations by active travel modes and improvements to facilities improved signing and information, accessible bench seating, CCTV and lighting enhancements.
- Addressing locations of existing public transport delays between Doncaster urban centre and the iPort site and DSA.
- Connecting outlying settlements to the growing economic opportunity by providing a new connection into the iPort site from Rossington for buses and active travel modes and Thorne and Moorends to Unity by active travel modes.
- Improving accessibility and connectivity by providing better walking and cycling routes in a number of local communities including Armthorpe, Balby, Wheatley, Long Sandall and Edlington.
- Interventions at key junctions on the A18 corridor between Doncaster urban centre and the Unity growth area.
- Addressing locations of existing public transport delays within the Doncaster urban centre by providing bus priority measures at key junctions and improving on-street facilities.
- Improving accessibility and connectivity by providing better walking and cycling routes through Doncaster town centre, including St Mary’s Gyratory, North Bridge Road, Cleveland Street and Bennetthorpe.
- Connecting Maltby to the main urban centre of Rotherham and addressing a location of existing public transport delays through bus lanes and junction improvements, along with localised enhanced active travel routes within the corridor.

- **Dearne Valley Corridor**

- Addressing a location of existing public transport delays on the A61 Wakefield Road, Barnsley by a combination of bus lanes and junction improvements, linked to complementary corridor proposals in the Leeds City Region, along with active travel improvements along the corridor.
- Bus Rapid Transit between Barnsley and Doncaster – connecting the only remaining two main urban centres in the SCR which do not have a high quality

- public transport link, via the housing and employment growth area in the Dearne Valley.
 - New cycling route linking Barnsley town centre to the housing growth area in Darfield and on to the housing and employment growth area in Goldthorpe and the wider Dearne Valley.
 - Rail station (and station access) improvements across the corridor, including the access to/from the stations and improvements to facilities improved signing and information, accessible bench seating, CCTV and lighting enhancements.
 - Contributing to the new fully accessible bridge (including cycle use) linking Barnsley rail station and the town centre.
 - Connecting the housing growth areas in Staincross and Royston to the urban centre of Barnsley by providing improvements for active travel modes.
 - Improving walking routes into Barnsley town centre from the Hospital, including along Huddersfield Road.
 - Providing better active travel routes to enable more walking and cycling into local town centres within the Dearne Valley.
 - Addressing locations of existing public transport delays on the A630 corridor.
 - Connecting the housing and employment growth area in the Dearne Valley to the local centre in Wath for active travel modes.
 - Addressing locations of existing public transport delays around the A633 corridor – the main intervention being the provision of a new second access to Parkgate Retail Park, as well as a new 300 space park and ride site for the tram-train terminus.
- **AMID Corridor**
 - Promoting active travel use for accessing employment opportunities at the AMID and AMP from Rotherham town centre.
 - Providing better active travel routes to enable more walking and/or cycling through Rotherham town centre, including links to Forge Island – this will complement the current TCF Tranche 1 scheme.
 - A new tram-train stop at Magna, facilitating a new 150 space park and ride site – this will help transform strategic connectivity to the Magna area and provide growth opportunities in the Templeborough/Sheffield Road area.
 - A new high quality segregated cycle route along the A6178 Sheffield Road to help support active travel links between Rotherham, Meadowhall and Sheffield.
 - Addressing locations where existing public transport delays limit access to employment opportunities from south west, Kelham/Neepsend and the east end of Sheffield to Sheffield City Centre, and across the City Centre onto the AMID and Rotherham.
 - Promoting active travel for accessing employment opportunities in Sheffield City Centre, AMID and Rotherham, to improve access to opportunities in particular from areas of deprivation, and constrain car trips (and so congestion and emissions) in the City Centre and on some of the busier roads
 - Improving public transport journey times and reliability within Sheffield City Centre.
 - A trial of low emission buses to reduce emissions within the Clean Air Zone, providing the groundwork for future roll-out of electric buses.