

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday, 4 November 2020
TIME:	10.00 am
VENUE:	THIS MEETING WILL BE HELD VIRTUALLY
PUBLIC WEB LINK:	https://barnsley.public-tv/core/portal/webcasts

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 21st October, 2020 (Cab.4.11.2020/3)
(Pages 3 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.4.11.2020/4) (Pages 9 - 10)

Petitions

5. Petitions received under Standing Order 44 (Cab.4.11.2020/5)

Items for Decision/Recommendation to Council

Regeneration and Culture Spokesperson

6. Hoyland South Masterplan Framework (Round 2 Adoption) (Cab.4.11.2020/6)
(Pages 11 - 24)
RECOMMENDATION TO FULL COUNCIL ON 26TH NOVEMBER, 2020
7. Barnsley Leisure Card Transfer to Barnsley Premier Leisure (BPL)
(Cab.4.11.2020/7) (Pages 25 - 30)
RECOMMENDATION TO FULL COUNCIL ON 26TH NOVEMBER, 2020

Environment and Transportation Spokesperson

8. Town Centre Parking Strategy Implementation - Phase 1 (Cab.4.11.2020/8)
(Pages 31 - 50)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors T. Cave, Cherryholme, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee
Chair of Audit Committee

Sarah Norman, Chief Executive
Matt Gladstone, Executive Director Place
Melanie John-Ross, Executive Director Children's Services
Wendy Lowder, Executive Director Adults and Communities
Shokat Lal, Executive Director Core Services
Julia Burrows, Director Public Health
Neil Copley, Service Director Finance (Section 151 Officer)
Martin McCarthy, Service Director Governance, Member and Business Support
Garry Kirk, Service Director Legal Services
Michael Potter, Service Director Business Improvement and Communications
Katie Rogers, Head of Communications and Marketing
Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email governance@barnsley.gov.uk

Tuesday, 27 October 2020



MEETING:	Cabinet
DATE:	Wednesday, 21 October 2020
TIME:	10.00 am
VENUE:	THIS MEETING WILL BE HELD VIRTUALLY

MINUTES

Present Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner, Howard, Lamb and Platts

Members in Attendance: Councillors Franklin, Frost, Saunders, Shepherd and Tattersall

351. Declaration of pecuniary and non-pecuniary interests

Councillor Lamb declared a non-pecuniary interest as Board Member of Forge Community Partnership in respect of Minute Number 363.

Councillor Tattersall declared a non-pecuniary interest in Minute Number 362 due to her position on Berneslai Homes Board and as it was in her ward.

352. Leader - Call-in of Cabinet decisions

The Leader reported that a call-in request has been received from the Cabinet Meeting held on Wednesday, 7 October 2020, in respect of Minute Number 348 'Award of A628 Dodworth Road/Broadway Junction Main Civil Works Contract' and this would be considered by the Overview and Scrutiny Committee at a meeting to be held on 26 October 2020.

353. Minutes of the previous meeting held on 7th October, 2020 (Cab.21.10.2020/3)

The minutes of the meeting held on 7th October, 2020 were taken as read and signed by the Chair as a correct record, subject to the noting that Cllr Fielding had not been consulted on and was not supportive of the Dodworth Road Improvement Scheme.

354. Decisions of Cabinet Spokespersons (Cab.21.10.2020/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

355. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.21.10.2020/5)

RESOLVED that the action taken by Executive Directors under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report now submitted and detailed below, be noted:-

- 1 The Health Protection (Coronavirus, Collection of Contact Details etc and Related Requirements) Regulations 2020; and

- 2 The Health Protection (Coronavirus, Restrictions) (Obligations of Hospitality Undertakings) (England) Regulations 2020

356. Petitions received under Standing Order 44 (Cab.21.10.2020/6)

It was reported that no petitions had been received under Standing Order 44.

357. Health and Safety Report 2019/2020 (Cab.21.10.2020/7)

RESOLVED that the Authority's Health and Safety Performance report for 2019/2020 is noted and continuous efforts made to improve upon performance in this area.

358. The South Yorkshire Violence Reduction Unit (Cab.21.10.2020/8)

RESOLVED:-

- (i) that Members acknowledge and are aware of the Violence Reduction Unit, the local profile produced, the proposed priority strategic themes and timescales for further development;
- (ii) that the future local governance arrangements for the VRU aligning the Response Strategy and delivery to existing arrangements within the Safer Barnsley Partnership, be endorsed; and
- (iii) that approval be given to the priority themes note the headline actions in the local action plan.

359. Revised Highways Capital Programme 2020/21 (Covid-19) (Cab.21.10.2020/9)

RESOLVED:-

- (i) that the Revised Highways Capital Programme 2020/21 (Covid-19) as set out in Appendices 1 and 2 be approved, and that the Service Director, Environment and Transport be authorised to implement these works;
- (ii) that the Service Director, Environment and Transport be authorised to:
 - Deliver a programme of work based upon the Asset Management Policy and Implementation Strategy, supplemented with engineering judgement in order to deliver a programme of work to meet income targets;
 - Obtain tenders for any works, goods and services as necessary, and appoint the successful tenderer on the basis of the most economically advantageous tender;
 - Adopt the Highways Maintenance Efficiency Programme (HMEP) principle of collaboration and utilise collaborative procurement to engage external consultants to undertake work which cannot be undertaken in-house or secure the services of contractors or consultants via Regional Alliances where available;

- appoint other external consultants and contractors as appropriate, within the current procurement rules; and

(iii) that, in the event that the Maintenance, Integrated Transport and Capitalised Highways Maintenance budgets for 2020/21 are not fully expended, the value of any other works be re-phased between financial years, which allows the flexibility to ensure that the available resources are deployed in the most efficient manner possible, whilst maintaining the continuity of the Highways and Engineering Service.

360. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
361	Paragraph 3
362	Paragraph 3
363	Paragraph 3
364	Paragraph 3

361. Proposal to run a Presumption Competition to Establish a new Primary School in the Borough (Cab.21.10.2020/11)

RESOLVED that approval be given to the commencement of the presumption competition to establish a new Primary School in the Borough.

362. Acquisition of Four New Build Properties off Ravenfield Drive, Smithies (Cab.21.10.2020/12)

RESOLVED:-

- (i) that approval be given to acquire 4x 'off the shelf' properties as part of the Council's Strategic Acquisitions programme 2020/21; and
- (ii) that the properties will be appropriated into the Housing Revenue Account and let as much needed affordable housing under the Council's Lettings Policy.

363. Hoyland West Masterplan - Proposed Relocation of Rockingham Sports Ground (Cab.21.10.2020/13)

RESOLVED:-

- (i) that the granting of an option agreement to the Fitzwilliam Trust Corporation, be approved;
- (ii) that approval be given to accepting a surrender of the current leasehold interest and entering into a Memorandum of Understanding, an Agreement for Lease

and to the grant of a new Lease of an alternative site to the Forge Community Partnership;

- (iii) that the Council accepting the additional land at the alternative site from the Fitzwilliam Trust Corporation and for the inclusion of this additional land in the proposed new Lease for the land at Parkside to the Forge Community Partnership;
- (iv) that the granting of a separate option agreement to Newlands Developments, which will see the disposal of the Council's land at Sheffield Road to facilitate the construction of the new roundabout and its dedication as public highway following construction, be agreed;
- (v) that the Corporate Asset Manager be authorised to negotiate and finalise Heads of Terms for the option agreement and the proposed sale of the Rockingham Sports Ground to the Fitzwilliam Trust Corporation. For the surrender, the Memorandum of Understanding, the Agreement for Lease and the new Lease to the Forge Community Partnership. For the acquisition of the additional land required for the new Parkside site and for the option agreement and the proposed disposal of the land at Sheffield Road for highway purposes; and
- (vi) that the Service Director Legal be authorised to complete the necessary documentation for the option agreement and the proposed sale of the Rockingham Sports Ground to the Fitzwilliam Trust Corporation. For the surrender, the Memorandum of Understanding, the Agreement for Lease and the new Lease to the Forge Community Partnership. For the acquisition of the additional land required for the new Parkside site and for the option agreement and the proposed disposal of the land at Sheffield Road for highway purposes.

364. Proposed Sale of Land off Barnburgh Lane, Goldthorpe (Cab.21.10.2020/14)

RESOLVED:-

- (i) that approval be given to the sale to Gleeson Regeneration Ltd;
- (ii) that the sale will be subject to the developer obtaining planning permission for their proposed scheme, and will also be conditional on outstanding issues associated with other Gleeson's developments in the borough being resolved to the satisfaction of Officers and in compliance with the respective planning permissions granted;
- (iii) that the Corporate Asset Manager be authorised to finalise Heads of Terms and the contract for sale to Gleeson Regeneration Ltd;
- (iv) that the Service Director Legal be authorised to complete the contract for sale; and
- (v) that upon Gleeson Regeneration Ltd acquiring the necessary planning permission for the proposed development scheme, and subject to their meeting further conditions to address matters referred to within this report, the Service Director Legal be authorised to transfer the freehold interest in the site to Gleeson Regeneration Ltd.

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Chair

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BARNSELY METROPOLITAN BOROUGH COUNCIL

CABINET SPOKESPERSONS' DECISIONS

Schedule of Decisions taken for week ending 23rd October, 2020

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>
1. Leader	Appointment of the Cabinet for 2020/21	<p>(i) that the Cabinet Portfolios be confirmed for the 2020/21 municipal year with effect from Annual Council on 22nd October, 2020;</p> <p>(ii) that the following members be appointed to the Cabinet for the 2020/21 municipal year with effect from Annual Council on 22nd October, 2020, with responsibility for the portfolios indicated:-</p> <ul style="list-style-type: none">• Deputy Leader – Councillor Jim Andrews• Cabinet Spokesperson without Portfolio – Councillor Sharon Howard• Cabinet Spokesperson for Core Services – Councillor Alan Gardiner• Cabinet Spokesperson for Adults and Communities – Councillor Jenny Platts• Cabinet Spokesperson for Children’s Services – Councillor Margaret Bruff• Cabinet Spokesperson for Place (Environment and Transportation) – Councillor Chris Lamb• Cabinet Spokesperson for Place (Regeneration and Culture) – Councillor Tim Cheetham

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>
1. Leader	Appointment of the Cabinet for 2020/21 (continued)	<p>(iii) that the following members be appointed as Cabinet Support Members for the 2020/21 municipal year for the portfolio as indicated:-</p> <ul style="list-style-type: none"> • Cabinet Support Member without Portfolio – Councillor Anita Cherryholme • Cabinet Support Member for Core Services – Councillor Robin Franklin • Cabinet Support Member for Adults and Communities – Councillor Pauline McCarthy • Cabinet Support Member for Children’s Services – Councillor Trevor Cave • Cabinet Support Member for Place (Environment and Transportation) – Councillor Sarah Tattersall • Cabinet Support Member for Place (Regeneration and Culture) – Councillor Robert Frost. <p>(iv) that Councillor Kath Mitchell be appointed Member Community Cohesion Champion for the 2020/21 municipal year.</p>
2. Leader	Appointment of the Area Council Chairs for 2020/21	<p>that the following Members be appointed as Chairs of the Area Councils as indicated for the 2020/21 municipal year with effect from Annual Council on 22nd October, 2020:-</p> <ul style="list-style-type: none"> • Central - Councillor Kevin Williams • Dearne - Councillor May Noble • North - Councillor Dave Leech • North East - Councillor Joe Hayward • Penistone - Councillor Robert Barnard • South - Councillor Pauline McCarthy.

BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan.

Report of the Executive Director for PLACE

Hoyland South Masterplan Framework

1. Purpose of report

- 1.1 To update Cabinet on progress in developing the Hoyland South Masterplan Framework and to seek approval for adoption.

2. Recommendations

It is recommended that:

- 2.1 **Cabinet notes the progress made in the development of the Masterplan Framework for Hoyland South;**
- 2.2 **Cabinet supports the measures proposed relating to energy, sustainability, health and wellbeing.**
- 2.3 **Cabinet recommends that the final version of the Masterplan Framework is presented to Full Council for adoption on 26th November 2020.**

3. Introduction

- 3.1 The Council's Local Plan was adopted on 3rd January 2019 (**cab 12.12.2018/8**). When the Local Plan was being examined it was agreed that for the larger, strategic sites it was necessary to prepare masterplan frameworks to ensure that sites could be developed in a comprehensive manner taking into account cumulative infrastructure requirements. Looking at large allocations in this way, rather than a piecemeal fashion dictated by land ownerships, ensures that we can make the best use of sites and secure sustainable and inclusive growth reflecting each of our corporate priorities. The first two masterplan frameworks were adopted by Full Council on the 19th December 2019 for Hoyland North and Barnsley West (MU1). The Hoyland West Masterplan Framework was presented to Full Council on the 24th September 2020.
- 3.2 Whilst each masterplan framework will be bespoke to the area, the Local Plan prescribes that the Masterplan Frameworks shall contain the following:
- A planning policy summary, site location and description, land ownership, a summary of the existing evidence, site evaluation (opportunities and constraints), a land use framework, sustainable movement framework, protection of existing public rights of way routes and their incorporation within new development layouts, vehicular movement framework, green and blue infrastructure framework, place-making framework (including design guides for character and neighbourhood areas where applicable), sustainability and

energy use, health and wellbeing, design evolution, conceptual masterplan, infrastructure and delivery phasing.

- 3.3 The Local Plan also states that Masterplan Frameworks shall be subject to public consultation and be approved by the Council prior to the determination of any planning applications on the affected sites.
- 3.4 Following a six week public consultation exercise in June/July this year, the draft Masterplan Framework has now been updated to include a Design Code that seeks to respond to the feedback received during the consultation and provide a clear guide for developers, stakeholders and the wider public.
- 3.5 This report seeks Cabinet approval to adopt the Masterplan Framework for Hoyland South. The site has the capacity to deliver 1,100 new homes together with a new primary school, community facilities and small scale retail facility.
- 3.6 The Masterplan Framework provides a significant opportunity to deliver corporate objectives relating to zero carbon and public health improvements.

4. **Hoyland South Masterplan Framework**

4.1 The Hoyland South Masterplan Framework incorporates sites:

- Housing site references HS58 Land at Broad Carr Road, Hoyland
- HS61 Land at Clough Fields Road, Hoyland Common
- HS62 Land off Meadowfield Drive, Hoyland
- HS65 Land North of Stead Lane, Hoyland
- HS68 Land between Stead Lane and Sheffield Road, Hoyland Common
- Relocation of the Rockingham Sports Centre to Land at Parkside Road, Hoyland

4.2 The Masterplan Framework is being funded by BMBC Local Plan underspend and will be produced by Ove Arup Partnership who have co-ordinated all associated feasibility studies, masterplan concepts and consultations on behalf of the Board. The Masterplan Framework will continue to be updated as the report progresses towards cabinet. To date, works completed include background evidence base and technical analysis, development of the Masterplan Framework document, ecology surveys, heritage assessments, green space analysis and early development options. Consultation responses have been reviewed and will help shape the final Masterplan Framework.

Public Consultation

4.3 The government have been clear that planning activity should continue during the current pandemic and that planning is critical to support economic recovery post COVID-19. Due to restrictions on holding public gatherings, we adopted a new approach, which involved:

- **A combination of traditional and digital methods** to ensure everybody has access to information. This ensured that information was available in different formats. Materials created were available online and as hard copies on request and a telephone number was available for those who could not access digital materials.
- **Establishing and communicating new ways to interact** with stakeholders and the community due to COVID-19. While face to face engagement was not an option during this consultation, online engagement sessions offered the opportunity to allow engagement with the public through live Q&A sessions. Posters and flyers available in the community and letter notifications raised awareness about the new ways to get involved.
- **Extending the standard consultation period for a Masterplan Framework from four weeks to six weeks.** The consultation period for this Masterplan ran for a period of six weeks rather than the four-weeks identified in the Council's Statement of community Involvement in order to allow more time for people to access the information, to receive any requested hard copy materials and review these materials.

4.4 Full details of the public consultation exercise are provided within the DRAFT Statement of Community Involvement (Appendix D). In summary, the public consultation included:

- Council hosted online consultation material and questionnaire
- Hard copy consultation packs hand delivered on request
- Consultation material provided to Forge Community Partnership for distribution to user groups of the Rockingham Centre
- Media releases
- Social media campaign including facebook and twitter
- Letter drop to residents living close to the Masterplan sites
- Email notification to internal and external consultees
- 25 site notices erected around the site, public rights of way and main routes around the site
- Online consultation events to replace physical drop in sessions
- Telephone consultations with those unable to access online resources

4.5 Overall, the consultation exercise provoked a similar level of response to the questionnaire (79) as last year when we sought views regarding the nearby Hoyland North Masterplan (79 responses), although a lower response rate than the recent Hoyland West consultation (113).

4.6 Figures for the engagement with the consultation exercise demonstrate that overall there has been an increase despite potential impact of Covid-19, in comparison to Barnsley West (MU1) last year. Accordingly, whilst methods of engagement did differ as a result of lockdown (and therefore attracted some criticism), it is not considered that lockdown has materially impacted on levels of public participation.

	Launch Press Release	Facebook	Twitter	Website hits
MU1	633 pageviews / 477 unique pageviews	12 posts / Reach 25,697 / Engagements 1,174	14 posts / Impressions 18,931 / Engagements 271	Pageviews 768 / Unique pageviews 482
Hoyland South	658 pageviews / 472 unique pageviews	7 posts / Reach 36.7k / Clicks 3,410 / Reactions, comments shares 240	7 posts / Reach 10,907 / Engagements 326	Pageviews 1,989 / Unique pageviews 1,494
Hoyland West	1,037 pageviews / 694 unique pageviews	7 posts / Reach 34.4k / Clicks 1,820 / Reactions, comments shares 240	7 posts / Reach 10,985 / Engagements 288	Pageviews 1,115 / Unique pageviews 779
Royston	846 pageviews / 590 unique pageviews	5 posts / Reach 33.3k / Clicks 3,406 / Reactions, comments shares 237	6 posts / Reach 11,293 / Engagements 385	Pageviews 1,961 / Unique pageviews 1,461

4.7 On this occasion an online petition covering the Hoyland West, North and South masterplan framework areas was submitted. It seeks to stop future development and attracted c1,420 signatures. However, members will be aware that the decision to allocate land around Hoyland for development was arrived at following an objective, evidence-based planning process culminating in the adoption of the Local Plan in early 2019. Seeking to resist development of these sites is therefore unrealistic and would undermine our corporate objectives particularly the creation of homes and sustainable attractive greenspaces which is all the more important given the economic consequences of the pandemic.

4.8 The Statement of Community Involvement and Design Evolution section of the Masterplan Framework will explain how this feedback has shaped the final Masterplan Framework.

Relocation of Rockingham Sports Ground to Land at Parkside Road

4.9 Working closely with Forge Community Partnership, who are leaseholder and run Rockingham Sports Ground, a site south of Parkside Road to the west of Sheffield Road has been identified as being suitable for a relocated facility. This site is primarily within the Council's ownership and falls within the land covered by the Hoyland South Masterplan. The Parkside site is large enough to accommodate two full size football pitches and an archery facility. Planning permission is required for such a proposal as it entail cut and fill to create flat pitches and would also involve installation of boundary fencing and car

parking. Nonetheless and without prejudice to the outcome of such a planning application, as a principle, the relocation to Parkside Road reflects the requirement of the Local Plan policy.

- 4.10 Further investment as part of a second stage of development would be funded primarily through S106 contributions envisaged from the housing development anticipated to come forward from the housing allocations within the Hoyland South masterplan area, which would potentially be capable of funding artificial grass pitches. This would again be subject to planning permission being forthcoming and the agreement of Forge Community Partnership.
- 4.11 Combined with the cricket ground required within the Hoyland North Masterplan, the net effect of this would be two modern purpose-built sporting facilities to the north and south of Hoyland within walking distance of the new residential sites and much of the existing settlement. This is consistent with the feedback received to the public consultation in which promotion of walking and cycling is identified as a main method of reducing the impact of new development.

Sustainability

- 4.12 The housing allocations were assessed to be sustainable locations for housing, being close to Hoyland and key public transport routes and links to Elsecar rail station. The site will be accessed from the new roundabout required as part of the Hoyland West masterplan framework on Sheffield Road and from a new access from Clough Fields Road to the north. Vehicles will be able to easily access the new spine road, diverting traffic from Hoyland Common crossroads and existing residential areas. Residents would be within walking distance of Hoyland facilities which should help to sustain its vitality and vibrancy in a way that is sustainable and healthy. The masterplan framework proposes large areas of greenspace and the upgrade and creation of accessible routes for a variety of uses through the site and onwards to the Trans Pennine Trail which was one of the key points that was raised during the community consultation.
- 4.13 The masterplan framework considers the key landscape views from the site towards Elsecar and Wentworth and considers the impact of proposed residential development, whilst also seeking to maximise views from within the site.
- 4.14 The masterplan reflects the requirements of local plan policies relating to sustainable construction, climate change resilience, drainage and sustainable travel. It also requires 10% net gain to biodiversity. These matters and other planning considerations are then assessed in more detail when planning applications are considered

Health & Wellbeing

- 4.15 Masterplan frameworks have an opportunity to influence future physical and mental health of communities and new residents in a positive manner. The

proposed masterplan framework therefore seeks to contribute to the priorities of the Barnsley Public Health Strategy 2018-2021, particularly in relation to residents living longer, healthier lives. A Health Impact Assessment has therefore been prepared to accompany the masterplan framework. A draft can be found at Appendix C.

4.16 Sustainable travel is at the heart of the masterplan framework, including green links, which link new development into existing rights of way, safe and attractive rights of way for a variety of users. The masterplan framework has developed a hierarchy which prioritises active travel over vehicles to encourage sustainable travel and reduce the impact of private vehicles. The scheme design therefore considered access requirements for all users in the following order;

- Pedestrians
- Cyclists/equestrians
- Public transport
- Specialist service vehicles
- Private vehicles

4.17 The provision of active travel routes throughout the site, provide attractive, safe and direct links through the site, linking to local facilities and services. The promotion of active travel has the potential to contribute to healthy lives and obesity levels as well as having positive impacts on mental health. During COVID-19 restrictions, the importance of access to green space has been highlighted – the masterplan framework has created new areas of green space, links to existing communities and proposes the enhancement of existing spaces. The site is also capable of delivering signposted walking/running routes and a community garden/orchard which again has the potential to have a positive impact on the health of the community and assist in developing a sense of community.

4.18 Throughout the public consultation, questions were asked about the impact on health services as a result of the proposed developments. Throughout the development of the masterplan framework we have worked closely with the Clinical Commissioning Group to understand the implications on primary healthcare. Within Hoyland, there are 5 practices which cover the site. The CCG have confirmed that the existing GP surgeries are willing to expand to meet the needs of the Hoyland North, West and South developments. However, there is a lack of GP provision within England as a whole and recruitment is typically difficult within Barnsley, therefore dialogue needs to be maintained to ensure that there is awareness of the build programme.

4.19 Road safety is a further public health consideration that was raised during the consultation. This is consistent with the findings of survey work undertaken by Public Health in 2019. As stated above, the starting point is to ensure the needs of pedestrians take priority over those of car users. Nonetheless, as car use will be unavoidable, the masterplan framework, combined with Local Plan policies and guidance in our Supplementary Planning Documents, will ensure that new roads are designed in accordance with relevant design standards. In addition, whilst Sheffield Road or Clough Fields Road are not

flagged as areas of concern in terms of accident frequency or severity, road safety audits will be carried out where any works are required under S278 of the Highways Act (i.e. changes to existing highways).

- 4.20 In considering the location of uses on the sites and how they relate to the existing settlement, the Masterplan Framework has also considered the locations of the school and community facilities in order to reduce the need to travel by private car, offering safe and direct routes that will encourage active travel.
- 4.21 Overall, whilst it is recognised that existing residents do have some inevitable concerns about large scale development in and around Hoyland, each of the Masterplan Frameworks has sought to prioritise health and wellbeing to ensure that impacts on the existing community are minimised as far as possible. They also seek to ensure the existing community is able to benefit from the required infrastructure, such as new sporting facilities and walking/cycling routes and that residents within the new development will benefit from living within a high quality and sustainable development.

New Primary School

- 4.22 When the Local Plan was being prepared, based on pupil projections available at that time (2016), a need was established for 3 new primary schools and a significant expansion of another. These are identified at Barugh Green as part of the MU1 site, Royston as part of the MU5 site off Lee Lane, Wombwell on the former High School site with the expansion proposed at Carlton. Since then update projections have revealed that a further primary school will be required in the Hoyland area.
- 4.23 As the Hoyland South Masterplan includes land within the Council's ownership, and is well related to the existing settlement, the masterplan framework identifies a site for a primary school off Clough Fields Road. This could be either an entirely new school to complement the existing schools in the area or a relocation and expansion of the nearby Hoyland Springwood Primary School.

5. Consideration of alternative approaches

- 5.1 The Council could have delayed work on the masterplan framework until a developer is seeking to develop the site and work in collaboration to develop the masterplan framework. However, as this site is intrinsically linked with the Hoyland West site, it is prudent to deliver this masterplan framework at a similar time.
- 5.2 The Council could decide not to adopt the masterplan framework, but the absence of a masterplan framework would leave the authority having to determine planning applications in the absence of an overall strategy for the collection of sites increasing the likelihood of piecemeal and substandard development.

6. Proposal and justification

6.1 The aim of all Masterplan Frameworks is to ensure that sites identified for development in the Local Plan are developed in a sustainable and appropriate manner consistent with the Local Plan objectives, which are to:

- Provide opportunities for the creation of new jobs and protection of existing jobs;
- Improve the conditions in which people live, work, travel and take leisure;
- Widen the choice of high-quality homes;
- Improve the design of development; and
- Protect and enhance Barnsley's environmental assets and achieve net gains in biodiversity.

6.2 Inevitably, the Masterplan Framework is not able to positively address all the comments made during the public consultation. However, for the reasons explained in section 4 of this report, it would help to facilitate significant housing growth within Hoyland Principal Town in order to meet identified housing needs, including a mixture of dwelling types and tenures. In addition, the masterplan framework will secure benefits locally including a new primary school to the north of the site and new sporting facility. It is therefore recommended that Cabinet approves the proposal to adopt the Hoyland South Masterplan Framework.

7. Implications for local people / service users

7.1 The consultation process has allowed the local community and its stakeholders to help in the shaping and phasing of development in a comprehensive manner. The Masterplan Framework addresses key issues raised through the public consultation, including:

- Need to reduce traffic in Hoyland Common
- Biodiversity improvements and retention of existing trees and hedgerows
- Landscape and visual amenity impacts Public open space and community facilities
- Climate change and sustainability

7.2 Ultimately, the aim of the Masterplan Framework is to ensure environmental, social and economic conditions are balanced in order to promote sustainable development for the benefit of local people and service users. The masterplan creates an appropriate framework to help achieve this but it will be for Planning & Regulatory Board to decide whether future planning applications adhere to the Masterplan Framework, Local Plan policies and relevant Supplementary Planning Documents.

8. Financial implications

- 8.1 Consultations on the financial implications have taken place with representatives of the Service Director – Finance (S151 Officer)
- 8.2 It should be noted that at this stage there is an expectation that S106 funding will be utilised to help support the delivery of the masterplan in terms of the school extension/new school. This will need to be further considered when the detailed costs supporting the proposals have been developed – a further report will be presented to Members for decision when these details have been established.
- 8.3 The masterplan framework, if approved, will contribute to the Council's core Council Tax and Business Rate income target currently included in the ongoing medium term financial strategy

9. Employee implications

- 9.1 There are no issues arising directly from this report.

10. Communications implications

- 10.1 A communications strategy and Statement of Community Involvement has been produced for the Hoyland South Masterplan Framework.

11. Consultations

- 11.1 Consultations have already been undertaken with the Portfolio Holder for PLACE, Local Members, as well as local stakeholders and landowners; including representatives from the school and sports organisations as well as local residents and businesses through the public consultation exercise.

12. The Corporate Plan and the Council's Performance Management Framework

- 12.1 The Local Plan is a key Council strategy document that will support the achievement of each of the three main priorities set out in the Corporate Plan and the 8 Town Spirit objectives. The masterplan documents will ensure that housing is delivered in a comprehensive manner with the support of the local communities they will enhance.

13. Tackling Health Inequalities

- 13.1 A Health Impact Assessment has been produced to consider the Local Plan proposals on health. This considered the impact of the various policies within the plan on the health of various communities as well as whether they contribute to the ambitions of the Corporate Plan and reduce health inequalities. It concluded that as a whole the plan would potentially improve the health of residents and help address health inequalities.

13.2 A representative from Public Health is a member of the masterplan board and has assisting the master planners to produce a masterplan focussed Health Impact Assessment and Health and Well-being delivery strategy.

14. Climate Change & Sustainable Energy Act 2006

14.1 Following the declaration of the climate change emergency last year, the council have committed to ensuring that climate change features as a corporate priority with a commitment to delivering a zero-carbon borough. Reducing the impact of climate change is a key objective of the Barnsley Local Plan providing a policy framework that seeks to reduce the causes of and adapt to the future impacts of climate change by:

- Promoting the reduction of greenhouse gas emissions through sustainable design and construction techniques;
- Locating and designing development to reduce the risk of flooding;
- Promoting the use of Sustainable Drainage Systems (SuDS);
- Promoting and supporting the delivery of renewable and low carbon energy; and
- Promoting investment in Green Infrastructure to promote and encourage biodiversity gain.

14.2 In 2019 the UK transport sector was responsible for 24 per cent of overall greenhouse gas emissions, whilst 19 per cent came from residents energy use. The biggest potential gains are therefore to be made in the way people travel, and in the energy demand and supply to buildings.

14.3 An Energy Strategy has been commissioned to support the Masterplan Framework and provides an evidence base for energy and sustainability measures that can be introduced on the site. The section below demonstrates how the Masterplan Framework will assist in meeting the policy requirement and corporate objective in terms of zero carbon and adaptation to climate change.

Flood Risk

14.4 The Masterplan Framework includes a blue infrastructure framework that seeks to complement the green infrastructure framework for the site and deliver flood risk improvements by providing SUDs to slow surface water run-off and provide storage for flood water during periods of high rain fall. The blue infrastructure will provide amenity value to people and the design will enhance biodiversity opportunities.

Promoting and supporting the delivery of renewable and low carbon energy

14.5 The Energy Strategy includes a review of potential low carbon technologies and their applicability to the site. With regards to building performance, high fabric performance of a dwelling is key to reducing the space heating demand and the associated carbon emissions. The Energy Strategy sets targets for developers to meet in this regard and whilst these may seem ambitious, as

technology and construction techniques improve and costs decrease, the targets may become more obtainable.

With regards to energy supply and distribution, the Energy Strategy sets recommended pathways for the site which were developed through an assessment of current building energy standards, energy demand estimates, low carbon technology options and an energy options appraisal alongside engagement with BMBC officers. The preferred pathway for Hoyland South includes:

- Distributed Air Source Heat Pumps in all dwellings
- Roof mounted PV panels with battery storage on dwellings with south-facing roofs, and grid backup
- Grid supply to all other dwellings
- Roof mounted PV panels on the convenience store, and grid back up

The table below shows the equivalent carbon emissions from the preferred pathway in comparison to its counterfactual scenario which would include meeting heating and electricity demand through gas boilers and grid electricity. This demonstrates the CO₂ savings that can be achieved by using the preferred pathway.

Table 1: Summary of equivalent CO₂ emissions for preferred pathways vs. counterfactual scenarios

		Hoyland South	
		Preferred Pathway	Counterfactual Scenario
CO ₂ e emissions (tonnes)	Construction (2022-2033)	5,000	14,900
	Operation from estimated site completion to 2045 (2034 -2045)	2,400	17,500
	Total	7,400	32,400

14.6 However, these pathways are limited to homes and buildings operation, and they do not consider emissions from transport, street lighting or development maintenance. These sources of emissions should be explored further as part of Barnsley’s next steps.

14.7 Electric vehicle charging points will be required for all residential development.

14.8 There are additional carbon saving methods highlighted in the Energy Strategy report, which could be implemented to reduce emissions and assist BMBC in becoming a net zero carbon borough by 2045. For Barnsley to reach

its net zero goal, the remaining emissions should be offset. The developers will need to do this through investing in offsite renewables or rewilding and tree planting schemes.

15. Risk Management Issues

- 15.1 There is a risk that the Masterplan Framework is not well received by the local community. However, the community consultation exercise has presented an opportunity to involve local communities at an early stage to ensure that the Masterplan Framework addresses key concerns and is shaped as far as possible, by the views of the local community.
- 15.2 There is also a risk that the adoption of the masterplan framework is delayed. The consequence of this would be that planning applications cannot be determined for the site and BMBC fail to deliver against Local Plan targets.

16. Promoting Equality & Diversity and Social Inclusion

- 16.1 The Local Plan was subject to an over-arching Equalities Impact Assessment which considered its policies and procedures. This concluded that all policies and proposals apply to all sectors of the community equally. The policies make provision for a range of housing types to meet differing needs. The design policy D1 also seeks to ensure that development is designed to be accessible to all. The SPD's and masterplan frameworks will support these policies in ensuring that equality, diversity and social inclusion are promoted.

17. Conservation of Biodiversity

- 17.1 In recognition of the consultation feedback and the Government's Environmental Bill, the Masterplan Framework requires a 10% net gain to biodiversity following completion of the development. This goes beyond current Local Plan requirements and fully reflects the Council's Statutory Biodiversity Duty.
- 17.2 Loss of biodiversity and habitats was raised during the public consultation. The masterplan framework proposes the retention and enhancement of hedgerows and trees. The masterplan framework also proposes a planted buffer of approximately 30m between the edge of the development and Skiers Spring Wood Ancient Woodland and Local Wildlife site. A variety of habitat types will also be created throughout the site and the green corridors across the site will also act as habitat corridors.
- 17.3 Future planning applications will have to be accompanied with relevant ecological surveys. Comments received during the public consultation period highlighted the presence of bat roosts across the site. Applications will be accompanied by bat surveys and will include appropriate mitigation where bats and roosts are identified.

18. Transport

18.1 The overall aim of both the Local Plan and Masterplan Framework is to promote sustainable travel by firstly reducing the need to travel but where travel is necessary to make it easy for people to move between home, work, health, community and leisure facilities by walking and cycling or where necessary using public transport. The movement framework developed for the Masterplan Framework provides active travel opportunities connective to the wider area and landscape in order to encourage smarter choices and thus play a part in improving health, quality of life and reduce the impact of climate change. Every dwelling will be provided with an electric vehicle charging point. In addition to this, proactive travel planning on the part of the developers will reduce carbon emissions associated with transport from residents and occupiers of the scheme.

19. List of Appendices

Due to the size and length of the appendices, these are not circulated with the report. A link to these will be circulated.

Appendix A- Financial Implications

Appendix B – DRAFT Masterplan Framework

Appendix C - DRAFT Design Code

Appendix D – DRAFT Health Impact Assessment

Appendix E – DRAFT Statement of Community Involvement

Appendix F- Equalities Impact Assessment

Office Contact: Lucie McCarthy	Date: 23/09/2020
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BARNSELY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 4 NOVEMBER 2020**

BARNSELY LEISURE CARD TRANSFER TO BARNSELY PREMIER LEISURE

1. PURPOSE OF REPORT

- 1.1 The purpose of this report is to propose the transfer Barnsley Leisure Card scheme from BMBC to Barnsley Premier Leisure (BPL).

2. RECOMMENDATION

- 2.1 It is recommended that the Barnsley Leisure Card management, operation development and promotion be transferred to BPL.**

3. INTRODUCTION

- 3.1 Barnsley Leisure Card (previously Passport to Leisure) was a scheme created during the miner's strike to make sure that those on low incomes could remain active and access the local authority leisure facilities. This type of scheme was established by most local authorities across the country and has developed over the years to the current status which has been managed by BMBC.
- 3.2 The scheme offers discounted entrance fees to any Barnsley Premier Leisure run facility and Barnsley Golf Course for individuals who are eligible. See appendix 1 for the eligibility criteria
- 3.3 Applicants of the scheme currently apply through the BMBC online form or directly at leisure centres and libraries. Transferring the scheme will see applicants go directly to leisure centres and follow the same application process as a BPL member. The eligible groups and the price of the card will remain the same.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The proposal is to transfer the management of the Barnsley Leisure Card to BPL to enhance the offer and expand on the number of members currently on the scheme.
- 4.2 Member numbers of scheme have been steadily dropping over the years and the resource in place to support the scheme has gone from a full-time member of staff to being part of the Sport and Active Recreation duties.
- 4.3 The justification for this move is that the majority of the Leisure Card offer is for use within BPL facilities. By transferring the scheme across BPL, it is hoped that the scheme can be developed using information that BPL could use to encourage

access – for example off peak promotions, special offers and also promote the scheme wider. It is also anticipated that BPL will be able to absorb any resourcing of the scheme into their existing business at no cost to BMBC.

- 4.4 Through the transfer, the scheme will become a lot more efficient through reduced duplication of having both a BMBC and BPL IT system and also from customers being able to apply and receive their card immediately.
- 4.5 For the customers of the scheme, the transfer will cause no disruption to their access or membership.
- 4.6 The transfer of the Barnsley Leisure Card to BPL will mean that the borough will still benefit from having a discounted access scheme for eligible groups, without the current resource implication but with the added potential for a greater proportion of our eligible residents to benefit.
- 4.7 A new membership level will be introduced to The Limes Golf Course to ensure that golf members currently experiencing the discount continue to do so without disruption.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The alternative approach is that the scheme continues to be managed by the Sport & Active Recreation Team at BMBC who continues to allocate co-ordination resource.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Service users will see very little disruption from the transfer other than libraries will no longer be collection points. Current Barnsley Leisure Card members will have their cards updated to the new cards free of charge on entry to facilities.

7. FINANCIAL IMPLICATIONS

- 7.1 BMBC will not incur any financial implications for the transfer and agreement will be created to outline the cost to customers longer term as the programme develops.

8. EMPLOYEE IMPLICATIONS

- 8.1 No employee implications.

9. LEGAL IMPLICATIONS

- 9.1 No are no legal implications. An agreement will be put in place to safeguard the long term future of the scheme with BPL.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 Customers will be informed of the updates and the current database was due to be updated but will now be erased.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 Current Leisure Card members will be contacted via letter to inform them of the changes. Notices will also be placed in libraries reminding applicants that they are no longer collection sites.

12. CONSULTATIONS

- 12.1 We have been in consultation with BPL and are continuing discussions to ensure a smooth transfer.
- 12.2 Discussions have been had with the Digital Team and once the transfer is complete the current Barnsley Leisure Card database will be erased.
- 12.3 There will be no change to the scheme from a customer point of view.

13. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

- 13.1 The aim of the scheme has always been to ensure that everyone is able to access leisure centres and lead a healthy lifestyle. The transfer will see better promotion of the scheme to hard to reach communities through the outreach work undertaken by BPL.

14. TACKLING THE IMPACT OF POVERTY

- 14.1 The scheme has always been to enable everyone to access leisure centre facilities. BPL are in a better position to see that this remains the case and review and amend the offer as needed.

15. TACKLING HEALTH INEQUALITIES

- 15.1 The scheme was created to ensure that everyone can lead active lifestyle and access their local leisure facilities.

16. REDUCTION OF CRIME AND DISORDER

- 16.1 Not applicable.

17. RISK MANAGEMENT ISSUES

- 17.1 Not applicable

18. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 18.1 Not applicable.

19. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 19.1 Not applicable.

20. CONSERVATION OF BIODIVERSITY

20.1 Not applicable.

21. LIST OF APPENDICES


Appendix 1: Eligible Groups

22. BACKGROUND PAPERS

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Stuart Rogers

Financial Implications/Consultation



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(To be signed by senior Financial Services officer where no financial implications)

Appendix 1

Eligible Groups

A	Receive: Jobseekers allowance (JSA); Income support; Incapacity benefit; Employment & support allowance (ESA); Carers' allowance; Working tax credit; Housing benefit; Council tax benefit (single person discount not included); Unemployed adult dependant of someone in receipt of a benefit; Asylum Seeker (Application Registration Card – ARC); Widows pension
B	On a training scheme (non-waged)
C	Full-time student age 18+
D	Aged 60+
E	Disabled adult
F	Disabled junior (aged 3 – 15)
G	Junior dependant (aged 3–15) of person in receipt of a benefit listed in Cat. A
H	Aged 16 or 17 years
J	Special groups: Looked after children; Foster carers and their own children; Young carers; Youth Offending Team (YOT) clients; Drug Action Team clients, Care Leavers (18-25 years)

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BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has not been included in the relevant Forward Plan.

REPORT OF THE EXECUTIVE DIRECTOR FOR PLACE TO CABINET ON 4 NOVEMBER 2020

Town Centre Parking Strategy Implementation - Phase 1

1. PURPOSE OF REPORT

- 1.1 To formally approve the release of the £1.200M investment for Phase 1 of The Town Centre Parking Strategy.

2. RECOMMENDATIONS

It is recommended that:

- 2.1 **Cabinet approve the adoption of the Town Centre Car Parking proposals highlighted within section 4 of this report.**
- 2.2 **Cabinet approve the formal release of £1.200M in to the Council's capital programme, as previously agreed in principle as part of the Council's 2020/21 Capital Investment Programme in February 2020 (Cab.5.2.2020/6 refers).**

3. INTRODUCTION

- 3.1 The 2025 Town Centre Parking Strategy was approved by Cabinet (Cab.24.7.2019/8 refers) and adopted in 2019 and seeks to support the opening of The Glass Works development and the wider re-development of the Town Centre by achieving the following outcomes:

3.2 Great Parking Experience

Our aim is to make it easier to visit Barnsley and support The Glass Works and the wider Town Centre. We aim to make it safer, quicker and easier for those that choose to drive, to find a convenient parking space and encourage visitors to stay longer.

3.3 Better Value

Our aim is to offer value for money for all. We aim to improve the customer experience to maximise the efficient use of parking assets and investment in the Town Centre; supporting its continued success.

3.4 Better Air Quality

Our aim is for the parking experience to support our strategic transport ambitions to enable more ways to travel to and from Barnsley, and improve air quality by supporting the growth in ultra-low emission vehicles; helping achieve the targets set out in the Government's 'Road to Zero' strategy and the Council's own Zero 45 ambition of a net zero carbon borough by 2045.

3.5 The 2025 Town Centre Parking Strategy will be implemented over three phases:

Phase 1 – The Glass Works Opening

3.6 Improving the customer experience in the build up to and to support the opening of The GlassWorks and ensure its early success.

Phase 2 – Wider Town Centre Economy

3.7 Understanding the impact of The Glass Works on the wider Town Centre to ensure that parking continues to work for all.

3.8 Phase 3 – Wider Town Centre Impact

Review of all parking related assets within a 15 minute walk of the Town Centre to understand its impact on businesses, residents and the environment.

4. **PROPOSAL AND JUSTIFICATION**

Phase 1 Implementation

4.1 It is proposed that Phase 1 of the strategy be implemented over the next 12 months in the build to the opening of the Glassworks in Autumn 2021. In order to progress allow this a total £1.2M was approved in principle by Cabinet as part of the Council's 2020/21 Medium Term Financial Strategy and budget proposals (Cab.5.2.2020/6 refers). However due to the financial impact of the COVID-19 pandemic on the Council, all 2020/21 capital investments were placed on hold pending increased certainty over the financial position of the Council.

4.2 Subsequently a review of such investments has been undertaken and the investment to deliver Phase 1 of the Town Centre Car Parking Strategy was identified as a priority 1 investment, meaning that it is prioritised to progress. This funding will be used to address the key elements of the strategy:

To support the 2025 Town Centre Parking Strategy's mission:

4.3 Provide safe and inviting car parks with sufficient spaces to meet changing demands; working within a wider transport network to make visiting Barnsley easier. We will explore new and emerging technologies that allow visitors to focus on enjoying their stay; encouraging people to stay longer and use ultra-low emission vehicles.

- 4.4 Phase 1 of the Town Centre Car Parking Strategy investment will implement the following to achieve the outcomes, outputs and key performance indicators of the strategy as outlined below, in line with The Glass Works Opening in 2021:

A Great Parking Experience

- 4.5 £107,000 will be invested in Digital Sensors that will be installed across the Town Centre to identify live occupancy at on-street and BMBC car parks. Enabling live communication of available spaces via app and roadside signage, improving visitor journey planning and reducing journey times.
- 4.6 £111,000 will be invested in Digital Signage that will ensure every visitor that chooses to travel to the Town Centre by vehicle will be able to see live available space updates at BMBC operated car parks. It will make it easier to find an available space convenient to the destination, reducing the how long it takes to find a space and allowing them to focus on the visit ahead.
- 4.7 £272,000 will be invested in new payment machines that will be installed at all locations. Reducing the number of different types of machines, making them easier to use with greater availability for customers.
- 4.8 Payment by cash, card, app, and the ability to extend the duration of stay will be available as standard at all locations. Making parking easier and offering customers greater flexibility and freedom.
- 4.9 £360,000 will be invested to install pay on exit car ANPR enabled barriers at Marketgate car park and upgrading The Glassworks multi-story car park barrier system, providing a consistent customer experience across both locations. Both will offer customers the option to use automated pay as you go parking payments, without the need to use a payment machine. Making parking at these locations even easier to use with even greater flexibility and freedom for customers.
- 4.10 £198,000 will be invested across all BMBC car park to make them safer and visually more appealing. With improvements to vegetation areas increasing line of sight visibility and preventing the build-up of litter. The existing CCTV system will be expanded, and lighting improved across BMBC Town Centre car parks, offering customers car parks that feel safer with greater protection.
- 4.11 £112,000 will be invested in a review of parking within a five-minute walk of The Glass Works will be conducted with feedback from visitors, local business and disability forums utilised to better meet the needs of all user groups. The investment will cover costs associated with project management, IT, Highways and Legal costs associated with any changes to Traffic Restriction Orders and contingency.

Better Value for Money

- 4.12 Parking charges will be simplified with three categories of parking spaces, easily identified through colour-coding and signage, priced to offer value for money for all users based the following:

Convenience - On-street, within a 1 minute walk of conveniences

- 4.13 For visitors that prioritise convenience to high turnover conveniences such as banks and takeaways. For customers that stay between 15 minutes to an hour, with the flexibility to extend their stay up to 24 hours.

Flexible – within a 3 minute walk of the Town Centre

- 4.14 For visitors that prioritise convenience to the Town Centre attractions and freedom to spend as long as they like visiting the market, shops, museums and entertainment. For customers that stay between 1-4 hours, with the flexibility to stay overnight and up to 24 hours.

Value – within a 5 minute walk of the Town Centre

- 4.15 For visitors that prioritise value for money. For customers that visit regularly for work and stay between 4-10 hours, with the flexibility to stay overnight and up to 24 hours.
- 4.16 Usage data from Smart Parking Technology will enable the use of existing parking assets to be maximised, ensuring any future investments maximise value for money and support Active Travel and Strategic Transport aims.

Better Air Quality

- 4.17 The investment in Smart Parking Technology will enable live parking availability to be accessible via an app and roadside signs. This will improve visitor journey planning, reducing journey times and associated vehicle emissions.
- 4.18 The investment to make car parks more visually appealing will increase line of sight visibility, making available spaces easier to find. This will reduce the time it takes to find a space, reducing circling, journey times and associated vehicle emissions.
- 4.19 £40,000 will be invested to installed 8 Electric Vehicle Charging Points. With four replacing the existing two at Marketgate and an additional four within The Glass Works multi-storey car park, taking its total to ten. This will allow visitors to charge their vehicles whilst visiting the Town Centre, reducing range anxiety concerns and encouraging use of Ultra Low Emissions Vehicles to reduce vehicle emissions.
- 4.20 The investment in Smart Parking Technology will provide data on the movements of pedestrians, cyclists and vehicles. Enabling parking to better support Active Travel and Strategic Transport Strategies and ambitions.

Phase 1 – 2025 Town Centre Parking Outputs Supported

- 4.21 Success of Phase 1 implementation will be measured against the follow 2025 Town Centre Parking Strategy Outputs:
- NPS Survey questions on cleanliness, visual appeal and safety
 - % of pay as you leave parking spaces
 - Total number of publicly available parking spaces

- Total demand for publicly available parking spaces
- % of disabled parking spaces
- % of parking spaces availability to view via app
- % of Town Centre traffic covered by SMART road signs
- % of Car parks with Smart Signs and smart payment
- % of uniformed payment terminals
- % of locations payable via card, app, phone and cash
- % of cash/card/app/phone transactions
- % live monitored Smart locations
- % multi storey / surface car park capacity
- % average occupancy rates
- % peak occupancy rates
- Parking space turnover rate
- Customer survey questionnaires.
- % Active Travel Commuters.
- 10% of BMBC public spaces available with EV charging points.

COVID -19 Implications

- 4.22 COVID-19 has significantly changed visitor behaviours and demand on parking. The investment in Smart Parking technology will enable accurate monitoring of parking occupancy and turnover rates, better informing future decisions. Ensuring The 2025 Town Centre Parking Strategy achieves its aims to maximise value for money and use of existing parking related infrastructure.
- 4.23 Smart Parking technology has the ability to measure distance between pedestrians to inform social distancing measures and monitoring.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 **Do Nothing** – this would not achieve the required outcomes and key performance indicators of the 2025 Town Centre Parking Strategy and is not recommended.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Service users will be able to locate and pay for parking easier with more payment options and flexibility.
- 6.2 A review of parking with feedback from service users will enable further service improvements and achievement of service user needs.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations have taken place with representatives of the Service Director for Finance (The S151 Officer).
- 7.2 This report is seeking formal approval to release £1.200M investment in the Town Centre Parking Strategy - Phase 1 as provisionally approved by Cabinet as part of the 2020/21 Budget Setting process (Cab.5.2.2020/6 refers).

7.3 The table below identifies the various elements that make up the overall project of works in respect of Phase 1 (as identified in Section 4 above) and provides a breakdown of the estimated costs totalling £1.200M.

Programme of Works *	Costs £
Market Gate Barriers, , ANPR, Payment Terminals & Highways Infrastructure Works	360,000
Replacement of Pay & Display Machines	272,000
Variable Message Signs (VMS)	111,000
Car Parking Tariff Signs	50,000
Electric Vehicle Charging Bays	40,000
CCTV	48,000
Vegetation Improvements	50,000
Lighting Upgrade	50,000
Smart Parking Sensors	107,000
PM, Design, IT and Contingency	112,000
TOTAL	1,200,000

*Any costs associated with the Glass Works multi-story car park are already included within the Glass Works budget.

7.4 The above costs are indicative at this point based on current estimates. Following approval, the programme of works is expected to be carried out over the next six to 12 months and to be completed in line with the opening of the Glass Works development which is expected in Autumn 2021.

7.5 A summary of the above financial implications is attached at Appendix A.

8. EMPLOYEE IMPLICATIONS

8.1 A separate delegated HR report will be submitted to create any posts associated with implementation.

9. LEGAL IMPLICATIONS

9.1 Changes to the controlled parking zone, off street parking order and traffic restriction order resulting from the parking review will be conducted in accordance with relevant legal approvals and legislative frameworks.

10. CUSTOMER AND DIGITAL IMPLICATIONS

10.1 Parking occupancy sensors, Automatic Number Plate Recognition, digital signage and payment machine data will need to be integrated within an application, website and relevant Customer Relationship Management systems, ensuring accessibility for all users.

11. COMMUNICATIONS IMPLICATIONS

11.1 Communication of infrastructure works including temporary reduction in parking spaces and car park closures will be integrated into the program's delivery and The Glass Works marketing campaign.

11.2 A detailed campaign promoting the investment in technology and benefits to visitors will be a link will be communicated closer to implementation dates and link to wider Town Centre and The Glassworks promotions.

11.2 Outcomes from the parking review and feedback from user group; including proposed changes will be communicated and subject to further governance and approvals.

12. CONSULTATIONS

12.1 Matthew Bell, Highways
Tracey Brewer, Strategic Transport
Paul Clifford, Economic Regeneration,
Richard Burnham, Housing and Energy
Hazel Shaw, ICT System Management
Katie Rogers, Communications and Marketing

13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

13.1 NONE

14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION

14.1 NONE

15. TACKLING THE IMPACT OF POVERTY

15.1 NONE

16. TACKLING HEALTH INEQUALITIES

16.1 NONE

17. REDUCTION OF CRIME AND DISORDER

17.1 Expansion of the Town Centre CCTV system, improved lighting across BMBC Town Centre car parks and pay on exit barrier systems will support reduction in crime and disorder. Discouraging anti-social behavior associated with un-official car meets from taking place.

18. RISK MANAGEMENT ISSUES

18.1 NONE

19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

19.1 NONE

20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

20.1 NONE

21. CONSERVATION OF BIODIVERSITY

21.1 Proposed changes to car park vegetation will be developed with relevant partners to conserve biodiversity and the use of sustainable native species.

22. LIST OF APPENDICES

Appendix A: Financial Implications

Appendix 1: 2025 Town Centre Parking Strategy

23. BACKGROUND PAPERS

If you would like to inspect background papers for this report, please email governance@barnsley.gov.uk so that appropriate arrangements can be made

Report author: Dale Sparks

Report of the Executive Director Place

Town Centre Parking Strategy Implementation - Phase 1

i) Capital Expenditure	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	Later Years	
	£	£	£	£	
Market Gate Car Park - Barriers, ANPR & Highways Infrastructure	360,000				PHASING
Replacement of Pay & Display Machines	272,000				
Variable Messaging Signs	111,000				
Smart Parking	50,000				
Electric Charging Points	40,000				
CCTV	48,000				
Vegetation Improvements	50,000				
Lighting Upgrade	50,000				
Vivacity Camera Sensors	107,000				
PM, Design, IT & Contingency	112,000				
	1,200,000	0	0	0	
To be financed from:					
2020/21 MTFS Capital Investment Priorities	1,200,000				
	1,200,000	0	0	0	
	0	0	0	0	

Impact on Medium Term Financial Strategy	<u>2020/21</u>	<u>2021/22</u>
	£	£
MTFS	0.000	0.000
Effect of this report	0.000	0.000
Revised Medium Term Financial Strategy	0.000	0.000

Agreed by:



behalf of the Service Director and Section 151 Officer -Finance

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2025 Town Centre Parking Strategy

A parking experience that stands out in the region



BARNSELY
Metropolitan Borough Council

Barnsley is changing

Barnsley Council is working to achieve its vision ‘A Brighter Future, A Better Barnsley’ to make it an even better place to live, work and visit and since ‘Future Council’ started in 2013 Barnsley has changed significantly. With developments such as ‘The Glassworks’, principal towns investment, the newly adopted local plan and the government’s Road to Zero strategy; Barnsley and the demands on car parking will change again in the next 5 years. Barnsley needs a parking strategy to make sure it is able to meet future needs for those that live in, work in or visit the town centre.

VISION

Offer a great customer parking experience; supporting our ambitions to make Barnsley a more popular visitor destination.

MISSION

Provide safe and inviting car parks with sufficient spaces to meet changing demands; working within a wider transport network to make visiting Barnsley easier. We will explore new and emerging technologies that allow visitors to focus on enjoying their stay; encouraging people to stay longer and use ultra-low emission vehicles.

OUTCOMES

A GREAT PARKING EXPERIENCE

Our aim is to make it easier to visit Barnsley and support ‘The Glassworks’ and the town. We aim to make it safer, quicker and easier for those that choose to drive to find a convenient parking space and encourage visitors to stay longer.

BETTER VALUE

Our aim is to offer value for money for all. We aim to improve the customer experience to maximise the efficient use of parking assets and investment in town centre; supporting its continued success.

BETTER AIR QUALITY

Our aim is for the parking experience to support our strategic transport ambitions to enable more ways to travel to and from Barnsley, and improve air quality by supporting the growth in ultra-low emission vehicles; helping achieve the targets set out in the governments ‘Road to Zero’ strategy.

Better Parking Experience

Our aim is to make it easier to visit Barnsley and support 'The Glassworks' and the town. We aim to make it safer, quicker and easier for those that choose to drive to find a convenient parking space and encourage visitors to stay longer.

Strategic Outcomes – what we want to achieve

- Provide safer car parking for all users of the facilities.
- Provide clean and inviting car parks car parks.
- Make it easier to find a parking space close to the main town centre attractions.
- Provide parking close to strategic public transport hubs to make journeys to and from Barnsley more convenient and support regional growth.
- Provide enough publicly available parking to meet current and future peak demands of 'The Glassworks' and wider town centre generation.
- Make it easier to pay for parking and provide flexibility to change how long customers want to stay.

Strategic Outputs – How we will achieve it

	Start	End
• Cleaner, more visually appealing and safer car parks with better lighting levels and improved visibility.	2020	2021
• Utilise Body cameras and improved communications systems.	2019	2020
• Provide enough publicly available parking spaces to meets peak demand.	2020	2025
• Provide parking that supports future rail and strategic transport developments.	2021	2025
• Conduct a public consultation to identify parking needs.	2020	2020
• Engage with local town centre business, transport and equality forums.	2019	2025
• Conduct net promotor score surveys measure the customer experience.	2020	2025
• Use ANPR and parking bay sensors to identify available parking spaces and enable payment by APP or phone at all locations.	2020	2023
• Install SMART road and car parks signs that display availability and make it easier to find a space.	2020	2021
• Create pay when you leave car parks with barriers that allow customers to stay as long as they want.	2020	2023
• Develop a uniformed parking payment experience with multiple payment methods available at all locations.	2020	2023

Better Value

Our aim is to offer value for money for all. We aim to improve the customer experience to maximise the efficient use of parking assets and investment in town centre; supporting its continued success.

Strategic Outcomes – what we want to achieve

- Support the town centre regeneration and economy.
- Deliver investments that provide value for money.
- Increased efficiency of parking assets.
- Increase the number of parking spaces per m2 of land used.
- Provide parking options that work for visitors, shoppers, businesses and commuters in the town centre.
- Secure regional or national government investment.

Strategic Outputs – How we will achieve it

	Start	End
• Financial analysis to ensure investments that demonstrate a return on investment to the town centre economy.	2019	2025
• Create parking zones to meet the differing needs of visitors, shoppers, business, and commuters.	2020	2023
• Adopt flexible pricing policies that support events, town centre regeneration projects and the town centre economy.	2021	2025
• Utilise ANPR and parking sensors to enable live usage monitoring.	2021	2023
• Increase the number of multi-storey car parks to reduce the footprint of land occupied by BMBC car parks in the town centre.	2021	2023
• Increase useable life of assets by design to enable re-purposing and redevelopment lifespan.	2020	2025
• Conduct strategic reviews of all parking assets and restrictions within a 3 - 15 minute walk of the town centre at key milestones.	2019	2025
• Create parking asset development plan for each milestone.	2019	2021
• Conduct post implementation financial review of parking assets.	2020	2025
• Lobby regional and national bodies to secure funding.	2019	2025

Better Air Quality

Our aim is for the parking experience to support our strategic transport ambitions to enable more ways to travel to and from Barnsley and improve air quality by supporting the growth in ultra-low emission vehicles; helping achieve the targets set out in the governments 'Road to Zero' strategy.

Strategic Outcomes – what we want to achieve

- Reduced vehicle emissions associated with town centre parking.
- Support wider strategic transport network ambitions and public transport connections.
- Support the outcome aspirations of the active travel strategy.
- Increased electric vehicle charging points.
- Minimise the environmental impact of future parking related construction.

Strategic Outputs – How we will achieve it

	Start	End
• Making is easier to find a car park close to attractions. This will help reduce overall journey times, congestion and vehicle emissions as a result.	2020	2023
• Smart Signage directing vehicles to available spaces will reduce vehicles circulating and emissions.	2021	2023
• Supporting active travel and public transport initiatives to help reduce congestion and vehicle emissions.	2020	2025
• Support future rail connectivity ambitions to minimise the regional growths impact on air quality.	2020	2025
• Provide electric vehicle charging points to 1 in 10 of BMBC public spaces to encourage the use of ultra low emission vehicles in the town centre and help reduce vehicle emissions.	2020	2025
• Utilise road network usage analysis to develop a car park location plan that support congestion reduction and emissions targets.	2019	2020
• Flexible building design that supports re-purposing parking buildings to increase usable life and minimise the environment impact of construction.	2020	2025

Barnsley is changing

With 'The Glassworks', Library @ the lightbox, Digital Campus and Eastern Gateway developments completed; in 2025 the town centre will be considerably different to today. Parking faces the challenge in helping to realise the economic opportunities the developments can bring and enable continued growth within the borough by supporting strategic transport objectives - balanced against a backdrop of changing technology and austerity, without compromising our environment and our ambitions to make Barnsley cleaner, greener and healthier for all.

Barnsley 2025

- Parking is key to Barnsley achieving its potential and it must be adaptable, innovative, customer focused, able to meet growing demand and changing expectations without compromising our long term environmental and wider transport aspirations.

Regeneration

- 'The Glassworks' development is forecast to increase demand for parking by over 480 spaces and footfall by +11% or around 100,000 more visitors per month.
- Development of the 'Digital Campus' on County Way will facilitate the creation of a new multi-storey car park and ensure capacity meets peak demand.

Growth

- Projections show that the population will have grown by almost 12,000 with 4,600 more households, 13,000 more vehicles and 20% of new vehicles sales being ULEV.
- BMBCs Transport Strategy states that Barnsley is well placed to connect people and businesses to new and existing market places via capitalising on its location within Yorkshire.

Technology

- The governments 'Road to Zero' Strategy targets 20% ULEV sales by 2025 and 50% by 2030. To support this parking must increase the number of charging points and support a charging infrastructure.
- Contactless payments have now overtaken cash and customers expect multiple payment options.
- ANPR combined with barriers and digital signage could offer customers an easier, more convenient and flexible way to find a space and pay without cash; even before they even begin their journey.

Barnsley 2019

- The town centre is mid-regeneration.
- Town centre footfall of 6.7 million per annum with an average of around 560,000 visitors per month.
- Provisional data shows a 2018 population of 245,200, with 111,400 households, 136,379 vehicles registered in the borough or which only 279 were electric.

Better Experience

Our aim is to make it easier to visit Barnsley and support 'The Glassworks' and the town. We aim to make it safer, quicker and easier for those that choose to drive to find a convenient parking space and encourage visitors to stay longer.

Strategic Outcomes – What we want to achieve

- Provide safer car parking for all users of the facilities.
- Provide clean and inviting car parks car parks.
- Make it easier to find a parking space close to the main town centre attractions.
- Provide parking close to strategic public transport hubs to make journeys to and from Barnsley more convenient and support regional growth.
- Provide enough publicly available parking to meet current and future peak demands of 'The Glassworks' and wider town centre generation.
- Make it easier to pay for parking and provide flexibility to change how long customers want to stay.

Strategic Outputs – How we will achieve it

- Cleaner, more visually appealing and safer car parks with better lighting levels and improved visibility.
- Utilise Body cameras and improved communications systems.
- Provide enough publicly available parking spaces to meets peak demand.
- Provide parking that supports future rail and strategic transport developments.
- Conduct a public consultation to identify parking needs.
- Consult with local town centre business, transport and equality forums.
- Conduct net promotor score surveys measure the customer experience.
- Use ANPR and parking bay sensors to identify available parking spaces and enable payment by APP or phone at all locations.
- Install SMART road and car parks signs that display availability and make it easier to find a space.
- Create pay when you leave car parks with barriers that allow customers to stay as long as they want.
- Develop a uniformed parking payment experience with multiple payment methods available at all locations.

Key Performance Indicators – How we will measure performance

- NPS survey questions on cleanliness, visual appeal and safety.
- % of officers with body cameras.
- % of pay as you leave parking spaces.
- Total number of publicly available parking spaces.
- Total demand for publicly available parking spaces.
- Number of parking spaces within 3 min walk of rail and public transport hubs.
- % of disabled parking spaces
- % of parking spaces availability to view via APP.
- % of Town centre traffic covered by SMART road signs.
- % of Car parks with Smart Signs and smart payment.
- % of uniformed payment terminals
- % of locations payable via Card, App, Phone and cash.
- % of cash/card/app/phone transactions

Better Value

Our aim is to offer value for money for all. We aim to improve the customer experience to maximise the efficient use of parking assets and investment in town centre; supporting its continued success.

Strategic Outcomes – What we want to achieve

- Support the town centre regeneration and economy.
- Deliver investments that provide value for money.
- Increased efficiency of parking assets.
- Increase the number of parking spaces per m2 of land used.
- Provide parking options that work for visitors, shoppers, businesses and commuters in the town centre.
- Secure regional or national government investment.

Strategic Outputs – How we will achieve it

- Financial analysis to ensure investments that demonstrate a return on investment to the town centre economy.
- Create parking zones to meet the differing needs of visitors, shoppers, business, and commuters.
- Adopt flexible pricing policies that support events, town centre regeneration projects and the town centre economy.
- Utilise ANPR and parking sensors to enable live usage monitoring.
- Increase the number of multi-storey car parks to reduce the footprint of land occupied by BMBC car parks in the town centre.
- Increase useable life of assets by design to enable re-purposing and redevelopment lifespan.
- Conduct strategic reviews of all parking assets and restrictions within a 3 - 15 minute walk of the town centre at key milestones of the town centre regeneration.
- Create parking asset development plan for each milestone.
- Conduct post implementation financial review of parking assets.
- Lobby regional and national bodies to secure funding.

Key Performance Indicators – How we will measure performance

- Car park footprint m2.
- Parking spaces per m2.
- Number of flexible design parking buildings
- % live monitored Smart locations.
- % multi storey / surface car park capacity.
- % Average Occupancy rates.
- % Peak occupancy rates.
- Parking space turnover rate.
- Value external funding secured.

Better Air Quality

Our aim is for the parking experience to support our strategic transport ambitions to enable more ways to travel to and from Barnsley and improve air quality by supporting the growth in ultra-low emission vehicles. Helping achieve the targets set out in the governments 'Road to Zero' strategy.

Strategic Outcomes – What we want to achieve

- Reduced vehicle emissions associated with town centre parking.
- Support wider strategic transport network ambitions and public transport connections.
- Support the outcome aspirations of the active travel strategy.
- Increased electric vehicle charging points.
- Minimise the environmental impact of future parking related construction.

Strategic Outputs – How we will achieve it

- Making it easier to find a car park close to attractions. This will help reduce overall journey times, congestion and vehicle emissions as a result.
- Smart Signage directing vehicles to available spaces will reduce vehicles circulating and emissions.
- Supporting active travel and public transport initiatives to help reduce congestion and vehicle emissions.
- Support future rail connectivity ambitions to minimise the regional growths impact on air quality.
- Provide electric vehicle charging points to 1 in 10 of BMBC public spaces to encourage the use of ultra low emission vehicles in the town centre and help reduce vehicle emissions.
- Utilise road network usage analysis to develop a car park location plan that support congestion reduction and emissions targets.
- Flexible building design that supports re-purposing parking buildings to increase usable life and minimise the environment impact of construction.

Key Performance Indicators – How we will measure performance

- NPS Customer Survey questionnaires.
- Network Congestion levels.
- % Active Travel Commuters.
- Number of parking spaces within 3 minute walk of key rail and strategic transport hubs.
- Number of wider transport initiatives supported.
- 10% of BMBC public spaces available with EV charging points.

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