

## **BARNSLEY METROPOLITAN BOROUGH COUNCIL**

**REPORT OF: EXECUTIVE DIRECTOR OF GROWTH & SUSTAINABILITY**

**TITLE: BARNSLEY TRANSPORT STRATEGY**

<b>REPORT TO:</b>	<b>CABINET</b>
<b>Date of Meeting</b>	<b>30 November 2022</b>
<b>Cabinet Member Portfolio</b>	<b>Regeneration and Culture</b>
<b>Key Decision</b>	<b>Yes</b>
<b>Public or Private</b>	<b>Public</b>

### **Purpose of report**

The Barnsley Transport Strategy (2020- 2040) provides the policy framework which sets out the proposed approach to the provision and management of transport and transport infrastructure in Barnsley.

### **Council Plan priority**

Sustainability

### **Recommendations**

That Cabinet:

1. Endorse the Barnsley Transport Strategy, with the recommendation that it is approved and formally adopted as policy.
2. Note that internal consultation was completed prior to public and stakeholder consultation and the comments from both incorporated where appropriate.

## **1. INTRODUCTION**

- 1.1 The strategy has been developed to provide a new approach to tackling our transport issues and to identify the key projects, activities and opportunities needed to help us deliver our Barnsley 2030 Vision and achieve our objectives. Transport is fundamental to our Inclusive Economy and good growth. If we are to address economic and health inequalities, people need to have the right infrastructure in place, along with a range of options to get around the borough.

- 1.2 The Council has also committed to achieving net zero carbon emissions in the borough by 2045 (Zero45)
- 1.3 The Barnsley Transport Strategy is the Council's long-term strategy for the borough and will replace the current strategy published in 2014. It sets out the Council's transport vision to 2040 and the high level objectives will deliver that vision. Each objective is laid out in a separate chapter of the Strategy, together with any associated transport policies, commitments and targets that relate to the achievement of each objective.
- 1.4 Implementation of the Strategy will ensure that investment in the borough's transport needs will support the Council in addressing Barnsley's overarching social, economic and environmental challenges, and in making Barnsley a fairer, healthier and greener place to live, work and visit.
- 1.5 The Strategy recognises that fuel and other costs are now rising faster than incomes and for some people, car travel is / already has become too expensive. It also addresses concerns about the rising levels of ill health associated with sedentary lifestyles and obesity, as well as the health effects of poor air quality.
- 1.6 Active Travel is proven to help reduce this growing problem, The strategy therefore, seeks to promote alternatives to car travel that will sit alongside traditional road schemes and local projects to ensure everyone has the potential to benefit from economic recovery and future growth in a healthy, sustainable manner.
- 1.7 Statutory and public consultation on a draft Transport Strategy has taken place. This consultation indicates broad support for the Strategy (Consultation Report – Appendix C) but amendments from key stakeholders have been requested and where appropriate these have been incorporated.
- 1.7 The Transport Strategy will be the over-arching policy document, with other key strategies – such as the Parking Strategy, Air Quality and Road Safety strategies referencing and working towards the same targets.
- 1.8 The Council will strive to be a leader in local transport scheme delivery and is committed to delivering a transport system that meets our challenges, helps with our economic recovery, works for all of our travelling public and is environmentally fit for the future.

### **3. IMPLICATIONS OF THE DECISION**

#### **3.1 Financial and Risk**

- 3.1.1 Consultations have taken place with representatives of the Service Director - Finance (S151 Officer).
- 3.1.2 The report requests approval of the Barnsley Transport Strategy (2020- 2040). This replaces the 2014 Strategy and provides the policy framework which sets out the proposed approach to the provision and management of transport and transport infrastructure in Barnsley.

- 3.1.3 The strategy has been developed to provide a new approach to tackling transport issues and to identify the key projects, activities and opportunities needed to help deliver the Barnsley 2030 Vision.
- 3.1.4 Implementation of the Strategy will require significant capital and revenue funding. Projects identified in the Strategy will be funded through existing funding sources (such as the Transforming Cities Fund), the City Region Sustainable Transport Settlement (CRSTS) and applications for new funding.
- 3.1.5 The Strategy is not requesting any new funding at this stage. It is a compilation of a realistic programme of works to 2040. SMT and Cabinet approval will be obtained before any project in the Strategy is taken forward for further consideration and development.
- 3.1.6 No Appendix A is required to support this report.

## **3.2 Legal**

- 3.2.1 Section 108 of the Transport Act 2000 requires local transport authorities to develop policies for the promotion and encouragement of safe, integrated, efficient and economic transport required to meet the needs of persons living or working in the council's area, or visiting or travelling through that area, including the transportation of freight and pedestrians to, from and within their area, and carry out their functions so as to implement those policies.
- 3.2.2 In developing and implementing policies pursuant to this duty, the Council is required to take into account any policies announced by HM Government and have due regard to any guidance issued with regard to the mitigation of, or adaption to, climate change or otherwise with respect to the protection or improvement of the environment.
- 3.2.3 Section 112 of the Transport Act 2000 requires that the council in developing and implementing their policies under section have regard to the transport needs of disabled persons (within the meaning of the Equality Act 2010) and of persons who are elderly or have mobility problems.

## **3.3 Equality**

- 3.3.1 An Equality Impact Assessment (EIA) pre-screening has been completed in accordance with the EIA policy. For the purpose of this report, no potential for unlawful discrimination and / or low level or minor negative impact has been identified, therefore a full EIA has not been carried out. However, for the individual work streams / projects individual EIA's will be undertaken.

## **3.4 Sustainability**

- 3.4.1 The Sustainable Decision Wheel has been completed which shows positive impacts resulting from the schemes listed in the Transport Strategy to be delivered



### 3.5 Health

3.5.1 Improving public health is at the heart of the Strategy. The Public Health team have been consulted in its preparation and priorities. The principal approach of the Strategy is that promoting walking, cycling and public transport will increase levels of physical activity among the general population, improving health outcomes. The Strategy also focusses on key public health concerns relating to the negative impacts of the transport network, for example harmful emissions from road traffic and how these can be reduced and mitigated.

### 3.6 Employee

3.6.1 There are no issues arising directly from this report. The recently accepted Revenue Funding will enable additional resources to be brought in as and when required. Through the CRSTS programme funding is released to develop the Strategic Outline and Full Business Cases which will cover existing staff costs.

### 3.7 Communications

3.7.1 The adoption of the Transport Strategy will be announced through the Council's communication channels and the document made available on the Transport Web site.

3.7.2 All Sheffield City Region business case submissions are high profile schemes and appropriate communication strategies are being developed linked to the signing of the funding agreement. Releases will also need to be agreed and co-ordinated with Sheffield City Region Combined Authority arrangements.

3.7.3 Timely and accurate information will be provided through appropriate press releases via local press, social media/website updates, local member briefings, and engagement with key stakeholders

#### 4. CONSULTATION

- 4.1 In March 2022, Cabinet endorsed the draft Transport Strategy and approved the request for a formal consultation process.
- 4.2 The public consultation was launched on the 13<sup>th</sup> of June 2022 and was widely publicised in the local media and on social media. A series of public meetings were held in each area of the borough as well as an online survey held on the Council's website. The consultation closed on the 10<sup>th</sup> of July 2022.
- 4.3 Copies of all the consultation documents, associated assessments and response form were available for download and paper copies were available on request. Due to the amount of associated paperwork, hard copies of the documents were not circulated to consultees but were available upon request. Paper copies of the response form were also available on request.
- 4.4 The documents were also available in alternative formats on request; however, no requests were made.
- 4.5 The following table displays information on where and when the consultation events were held.

Date	Venue	Village	Area	Time
13/06/22	Goldthorpe Library	Goldthorpe	Dearne	9am – 5pm
14/06/22	Elsecar Heritage Centre	Elsecar	South	12 – 8pm
16/06/22	The Darton Centre	Darton	North	9am – 5pm
20/06/22	Ardsley Church	Ardsley	Central	12 – 5pm
23/06/22	Penistone Library	Penistone	Penistone	11am – 7pm
27/06/22	Library @ Lightbox	Town Centre	Central	9am – 7pm
04/07/22	Cudworth Library	Cudworth	North East	9am – 7pm

- 4.6 In addition, on the 20<sup>th</sup> of June officers attended a Youth Council meeting in which the Transport Strategy was discussed.

The following information was available at each location:

- Display boards providing information on the consultation
- A hard copy of the consultation documents
- Response forms

- 4.7 Press releases were produced, providing information on the consultation – including timeframe and response methods. Press releases were issued to local media and publicised on the Council’s website on the 6<sup>th</sup> of June.
- 4.8 The consultation was also promoted via the Council’s social media channels – Facebook and Twitter. Multiple social media posts were made, often before a consultation event to raise awareness.
- 4.9 The main objectives, vision and key themes within the draft transport strategy 2022 displayed during the June consultation was widely supported and is for the most part aligned with the desires of Barnsley’s residents and stakeholders. Whilst Specific and key themes such as a strategic shift away from the private car and towards active travel and public transport that underpin the strategy were understood and accepted, concerns do exist around the capability of the alternative travel methods. The strategy must display clear infrastructure and public transport service improvement objectives so that the boroughs residents and stakeholders can more conveniently and effectively alter their travel methods.
- 4.10 Full details of the consultation response can be found in Appendix C – Consultation Response Report.

### **Key Revisions to the draft Strategy**

- 4.11 Where change is consistent with the Council’s wider priorities, the draft Transport Strategy has been amended to respond to the issues that were raised during the public consultation.
- 4.12 Where improvements to Air Quality or Parking issues have been raised, whilst acknowledged in the over-arching Transport Strategy, these will be addressed in their respective Strategies.
- 4.13 The draft Strategy has also been amended to ensure that the transport challenges presented by the ongoing pandemic are addressed. In particular, the Transport Strategy highlights the critical role of the transport environment a healthier place to live, and in addressing health inequalities in the borough
- 4.14 It was clear from the responses to the public engagement that there was a desire for greater ambition in the transport strategy’s targets, in particular, the overall target for sustainable mode share. Many comments also called for more to be done to reduce carbon emissions.

### **Delivery**

- 4.15 The Transport Strategy is a long-term strategy, covering a period of two decades. Significant capital and revenue investment will be needed to deliver the Strategy over this period. Clearly, not all of the actions in the Strategy are funded at present and potential sources of future funding will need to be identified which could include a further round of the CRSTS, other DfT funding streams such as the Active Travel Fund.

- 4.16 It must be acknowledged that the Transport Strategy will be adopted at a time of unprecedented financial challenges and uncertainty for the Council. These challenges have been further intensified because of falling bus patronage due to the pandemic and significant cost of living / fuel increases.
- 4.17 It should also be acknowledged that the Council cannot deliver the Strategy by acting alone. The Strategy is therefore clear about those actions that will need to be delivered in partnership with external partners and agencies. These include SYMCA, the bus and rail operators, the Police, local businesses, and developers.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The only other option would be for the Council not to have a Transport Strategy. This would result in reputation damage to the Council as it would fail in its duty under the Transport Act
- 5.2 The Transport Strategy provides the policy framework against which local decisions will be made, particularly in respect of options for investment in our local highway and transport network. However, whilst transport projects are acknowledged by the Government as providing a key role in supporting economic growth, there is clearly uncertainty in the amount of funding that will be available in the future, not just locally but nationally. Deliverability of the proposed schemes and actions that will ultimately deliver the outcomes of the strategy will be at risk if funding is not forthcoming.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 The Council has met its legal obligation under the Transport Act by producing a policy in the form of the Transport Strategy 2020-2040. It has carried out statutory consultation and a comprehensive public consultation on a draft strategy. Changes have been made to the Strategy in response to both consultations. Changes have also been made in response to the strengthening of key Council strategies. The Strategy will support the delivery of the Barnsley 2030 agenda. Cabinet is therefore asked to adopt the Barnsley Transport Strategy.

## **7. GLOSSARY**

SYMCA – South Yorkshire Mayoral Combined Authority  
SCR – Sheffield City Region  
DfT – Department for Transport  
TCF – Transforming Cities Fund  
CRSTS – City Region Sustainable Transport Settlement  
ATF – Active Travel Fund  
OBC – Outline Business Case  
FBC – Full Business case

## 8. LIST OF APPENDICES

Appendix A: no financial implications so not required  
Appendix B: Barnsley Transport Strategy 2020 – 2040  
Appendix C: Consultation Response Report

## 9. BACKGROUND PAPERS

Cabinet Report - Barnsley Transport Strategy Request to Consult

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

## 10. REPORT SIGN OFF

<b>Financial consultation &amp; sign off</b>	Senior Financial Services officer consulted and date  07/11/2022
<b>Legal consultation &amp; sign off</b>	Legal Services officer consulted and date <b><i>Jason Field 14 September 2022</i></b>

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**Date: 14 September 2022**