

## BARNSLEY METROPOLITAN BOROUGH COUNCIL

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

**TITLE: APPROVAL TO ACCEPT / SPEND: MAYORAL LEGACY FUNDING / CRSTS FUNDING / CAPABILITY & AMBITION FUNDING / ACTIVE TRAVEL FUNDS**

<b>REPORT TO:</b>	<b>CABINET</b>
<b>Date of Meeting</b>	<b>14 December 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 purpose of this report is to advise Cabinet on:

- The progress made towards the delivery of the Town Centre to Oakwell scheme to be delivered through the Mayoral Legacy Fund
- The progress made towards the Seam Active Travel hub, to be delivered through the CRSTS fund
- The progress on a pipeline of schemes to be delivered either through Tranche 4 of the Active Travel fund or other funding streams

And to seek Cabinet approval:

- To accept the offer £2m from the Mayoral Legacy Fund from the South Yorkshire Combined Authority (SYMCA) to deliver the Town Centre to Oakwell Active Travel Scheme
- To accept £240,000 from SYMCA as part of the CRSTS funds to progress the Seam Active Travel Hub to Full Business Case
- To accept £167,768 with a potential to bid for a further £41,942 from SYMCA as part of the Capability and Ambition Fund to undertake feasibility work in preparation for the announcement of Tranche 4 of the Active Travel Fund
- To accept £170,000 from the SYMCA Sustainable Transport fund for the delivery of a Pegasus Crossing at West Street, Worsbrough
- To prepare and progress any necessary statutory procedures required to develop and deliver the proposed schemes in line with SYMCA guidance / assurance

## **Council Plan priority**

Sustainability

## **Recommendations**

That Cabinet:-

1. Authorises the acceptance of the £2,170,000 funding from the Mayoral Legacy Fund for the development of the Town Centre to Oakwell Route (£2m) and £170,000 to deliver a Pegasus crossing at West Street, Worsbrough;
2. Authorises the acceptance of £240,000 funding from CRSTS for the development of the Seam Active Travel Hub to Full Business Case;
3. Authorises the acceptance of £167,768 with the potential for a further £41,942 funding from the Capability and Ambition Fund for the development of a pipeline of Active Travel schemes in preparation for the Tranche 4 Active Travel funding announcement: and
4. The Executive Director, Growth and Sustainability be authorised to undertake all necessary steps to ensure continued delivery of the CRSTS/future pipeline programme.

## **1. INTRODUCTION**

- 1.1 To provide Cabinet with the information to accept over £2.5m of SYMCA funding for the delivery of the Mayoral Legacy scheme, the Active Travel Hub in the Town Centre and the development of further Active Travel schemes.

## **2. PROPOSAL**

- 2.1 In February 2022, the incumbent Mayor announced a one-off funding allocation (the Mayoral Legacy Fund) to deliver a “legacy” scheme. Barnsley were allocated £2m for the Active Travel route and a further £170,000 for the delivery of an Active Travel crossing.
- 2.2 The scheme proposed is a link from the Town Centre to Oakwell Stadium and the Metrodome, creating public realm around Jumble Lane, providing cycle parking facilities in the Town Centre, improving the junction arrangement at Schwarbisich G’Mund Way and creating a walking / cycling route to the stadium and the Metrodome which will include improved lighting / signing etc.
- 2.3 A Strategic Outline Business Case has been approved, which will release £200,000 of funding to develop this scheme to Full Business Case. The SOBC has been approved by the Assurance team and will be reported to TEB later this month (November).
- 2.4 As most of the Local Authorities weren’t successful with the Active Travel

Tranche 3 submission, as part of the Legacy Funding, Barnsley have been awarded a further £170,000 to deliver an Active Travel Crossing, in this case a Pegasus crossing at West Street, Worsbrough.

- 2.5 These schemes are still in early design so an engagement exercise will be undertaken once details are known. It is envisaged that these schemes will be delivered by the Council's DLO.
- 2.6 As part of the CRSTS funding, and part of the wider aspirations for the Seam development, Outline Business Case approval has been granted by SYMCA to develop the Full Business Case for the proposed new Active Travel Hub as part of the Seam. This building will replace the existing unit at the Interchange and will provide increased secure cycle parking provision, shower facilities and increase the number of bikes (including EV bikes) for hire.
- 2.7 An Operating Model for the running of the new Hub and the proposed ones at Darton and Elsecar will be required as part of the Full Business Cases, and it is likely that we will then tender for an operator; either for all 3 or have community leads / volunteers – this is still to be decided.
- 2.8 Funds have been secured through the CRSTS revenue for the continued operation of all three hubs for at least 3 years; with the view that they become self-sustaining or future funding, through CRSTS#2.
- 2.9 The Capability & Ambition Funding is a new funding stream, which is to replace the existing Capability fund. This funding has two strands – one to develop a pipeline of schemes in preparation for Tranche 4 of the Active Travel fund and two, to deliver behaviour change; to encourage more people, especially children to walk and cycle. The indication from SYMCA is that Barnsley will receive over £167,000 for this, with a potential to bid for a further £42k if it is deemed by the DfT our proposals are “ambitious enough”!
- 2.10 Public Health team has worked alongside the Strategic Transport team to propose a project we consider “ambitious enough” and is a new way of delivering cycle training and a report is due to go to Cabinet in support of our ambitious project and hopefully this will release the additional funds.
- 2.11 Tranche 4 of the Active Travel fund is still to be announced < might have done by the time the report goes to cabinet>
- 2.12 It should be noted that subsequent reports will be provided to Members advising on the outcome of the feasibility work undertaken along with any subsequent Outline and Full Business Cases to support those projects that Cabinet approves progression thereof.

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

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

- 3.1.1 Consultation on the Financial Implications of this report has taken place with representatives of the Service Director Finance (Section 151 Officer).

- 3.1.2 Approval is sought to accept over £2.5m (Capital funding) from the various SYMCA Transport Capital funding to support the projects identified in section 2.
- 3.1.3 In terms of MCA governance, scheme business cases will be considered by TEB/ MCA at the November meetings
- 3.1.4 On acceptance of these monies there is no additional funding requirement from the Council. However, to note, future maintenance costs will need to be considered and included at the relevant Business Case stage.
- 3.1.5 The Transport Service will need to ensure the project spend remains within the available funding allocation for each stage of the process, ensuring sound financial management throughout the delivery of the scheme.
- 3.1.6 Appendix A – summaries the financial implications of accepting funding only as the full scheme costs may still change dependent on business cases. All funding is to be from SYMCA grants. Funding will be drawn down from SYMCA on a quarterly basis based on actual costs incurred. Any surpluses will be retained by SYMCA, although to note as with the recent A61 scheme approval has been granted in principle (subject to a successful change request) to use the underspend to undertake further scheme enhancements.

## **3.2 Legal**

- 3.2.1 The use of the funds will be subject to SYMCA's assurance and governance

## **3.3 Equality**

- 3.3.1 Better connectivity, affordable and inclusive travel, a cleaner environment and a healthier population are all key aims of the SCR Strategic Economic Plan and the Barnsley Transport Strategy 2014 – 2033.
- 3.3.2 The proposed projects support the principles of the SCR Strategic Economic Plan and the Barnsley Transport Strategy 2014 – 2033, and once completed will provide better connectivity and opportunities assisting linking people to employment, training and healthcare.
- 3.3.3 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 and whilst this shows No Impact for the majority; this report is only to accept Revenue Funding. As and when the schemes are developed and further reports prepared, this will be revised.



### 3.5 Employee

3.5.1 There are no issues arising directly from this report. The recent restructure in the Strategic Transport team has provided the in-house resources to deliver active travel schemes and develop a work programme. Any staffing implications will be subject to reports on specific schemes.

### 3.6 Communications

3.6.1 All SYMCA 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 coordinated with the SYMCA arrangements.

3.6.2 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

### Engagement / Consultation to Date

4.1 The pandemic has prevented the more traditional approach to consultation / engagement; therefore, in early 2020 we undertook an online survey for the residents of Barnsley to determine their views on providing the major work programme around Bus Priority and Active Travel routes across the Borough.

4.2 Over 230 responses were received representing a broad range of local views which have been very positive in terms of building our walking and cycling aspirations. Below is a selection of the results:

- 68% of respondents never cycle;

- The car is the main choice of travel for all activities;
- 63% of respondents thought more extensive and direct active travel routes would be useful or very useful to get them walking and cycling more;
- 64% of respondents thought more segregated walking and cycling routes from traffic would be useful/very useful to get them walking and cycling more.

## **5. ALTERNATIVE OPTIONS CONSIDERED**

- 5.1 The only other option is for the Council not to accept the Funding and not to deliver the schemes. This would then mean the Council would be liable for claw back for failing to deliver the relevant programmes.

## **6. REASONS FOR RECOMMENDATIONS**

- 6.1 To ensure that Cabinet remains informed on the progress of the work to deliver the Transforming Cities Fund schemes and to ensure that funds are accepted to enable the work to continue in a timely manner.
- 6.2 The acceptance of the Funding will allow the Strategic Transport team to undertake feasibility work, the detailed design and submission of the Business Cases to SYMCA, which will in turn release further funding to get the schemes to delivery.
- 6.3 It will help protect the Council's finances in the future, by providing revenue for staff costs and capital monies for the Council's DLO to deliver the schemes.

## **7. GLOSSARY**

CRSTS – City Region Sustainable Transport Settlement

DfT – Department for Transport

DLO – Direct Labour Organisation

FBC – Full Business case

OBC – Outline Business Case

SYMCA – South Yorkshire Mayoral Combined Authority

TCF – Transforming Cities Fund

## **8. LIST OF APPENDICES**

- 8.1 Appendix A: Financial Implications

## **9. BACKGROUND PAPERS**

Sheffield City Region Transforming Cities Fund Tranche 2 Business Case Submission.

Sheffield City Region Active Travel Plan Implementation  
Barnsley Draft Transport Strategy

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  <i>See Appendix A</i>
<b>Legal consultation &amp; sign off</b>	Legal Services officer consulted and date  <i>Jason Field 24/10/22</i>

**Report Author: Tracey Brewer**  
**Post: Head of Strategic Transport**  
**Date: 17<sup>th</sup> October 2022**