

BARNSLEY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH & SUSTAINABILITY

TITLE: APPROVAL TO ACCEPT / SPEND: CRSTS FUNDING / CAPABILITY & AMBITION FUNDING

REPORT TO:	CABINET
Date of Meeting	20 September 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

The purpose of this report is to advise Cabinet on:

- The progress made on the following schemes to be delivered through the CRSTS fund:
 - Smithies Bridge
 - Royston Link Road
 - Penistone Bridge End
 - Elsecar Active Travel Hub
 - Darton Active Travel Route
 - Royston Reopening Railway

And to seek Cabinet approval:

- To accept development funding to progress the schemes:
 - Smithies Bridge **£280,000**
 - Royston Link Road **£2,000,000**
 - Penistone Bridge End **£840,000**
 - Elsecar Active Travel Hub **£50,400**
 - Darton Active Travel Route **£274,900**
 - Royston Reopening Railway **£100,000**

Total Value = £3,545,300

- To accept **£167,768** from SYMCA as part of the Capability and Ambition Fund to undertake feasibility work

- 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 **£3,545,300** funding from the CRSTS to develop the above named schemes further.
2. Authorises the acceptance of **£167,768** funding from the Capability and Ambition Fund for the development of a pipeline of Active Travel schemes in The Executive Director of Place 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 £3.5m of SYMCA funding for the progression to Outline Business Case for Smithies Bridge, Royston Link Road, Penistone Bridge End and Royston Reopening Railway and for Elsecar Active Travel Hub and the Darton Active Travel Route to Full Business Case.
- 1.2 To provide Cabinet with the information to accept £167,768 of SYMCA funding to undertake feasibility work from the Capability & Ambition fund.

2. PROPOSAL

- 2.1 In September 2021, the South Yorkshire Mayoral Combined Authority (SYMCA) submitted a bid to the Department of Transport (DfT) to secure funding from the City Region Sustainable Transport Settlement (CRSTS). Working to an anticipated, overall expected allocation of £400m, a SYMCA request was to submit a list of schemes that met with the DfT criteria which were:
 - Driving growth and productivity through infrastructure investment
 - Levelling up services towards the standards of the best; and
 - Decarbonising transport, especially promoting modal shift from cars to public transport, walking and cycling
- 2.2 In April 2022 it was announced that the allocation to the SYMCA was £570m, with Barnsley's allocation being over £70m, which includes a "top slice" of £20m for Highway Maintenance and £5.5m for the Local and Neighbourhood Transport Complementary Programme (LNTCP), which in

effect replaces the former Integrated Transport Block (ITB). Cabinet approved the acceptance of the CRSTS in October 2022.

- 2.3 Since the award of the funding, the Transport / Highway Design teams have already had several Strategic Outline Business Cases (SOBC) approved by SYMCA. The SOBC is the “Case for Change”; recognising that there is a problem, but no detail on a solution; that comes as the design work progresses and consultation in the local area has been undertaken.
- 2.4 Six further schemes have received SYMCA approval to progress from SOBC to Outline or Full Business Case:
 - Smithies Bridge
 - Royston Link Road
 - Penistone Bridge End
 - Elsecar Active Travel Hub
 - Darton Active Travel Route
 - Royston Reopening Railway
- 2.5 A Strategic Outline Business Case and accompanying documents for the schemes were submitted to SYMCA. These have now been appraised and approved by the MCA board held 16 August 2023. These approvals will release over £3.5m to allow the schemes to progress to option appraisal and Outline Business Case; although in the case of the Elsecar and Darton schemes, as the scheme value is below £2m, these will go straight to Full Business Case.
- 2.6 These schemes are still in early design so consultation exercises will be undertaken once details are known.
- 2.7 An Operating Model for the running of the Elsecar Hub and the proposed ones 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 the hub 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 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,
- 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.
- 2.11 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 £3.5m (Capital funding) from the various SYMCA Transport Capital funding to support the projects identified in section 2.
- 3.1.3 Approval is also sought to accept the £167,768 of revenue funding – from the Capability and Ambition fund.
- 3.1.4 In terms of MCA governance, scheme business cases will be considered by MCA at the relevant meetings, once the business cases have been prepared for the next stage of development.
- 3.1.5 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.
- 3.1.6 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.
- 3.1.7 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.

3.3.4 However, for the individual work streams / projects individual EIA's will be undertaken at Outline Business Case stage, once a "scheme" has been identified for delivery.

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:
- 4.3 A high level on-line survey was undertaken in July 2023 to understand where issues are on the local highway network, which will inform future decision making / bids on which areas are the most congested. A full report on the results will be made available / reported to Cabinet in due course.
- 4.4 Each of the schemes that have received SOBC approval will then necessitate a full consultation event, so that residents / businesses / stakeholders can have a say on potential solutions / options.
- 4.5 With regard to the Darton Active Travel Route, consultation events were held in November 2022

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 so that appropriate arrangements can be made

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>See Appendix A.</i> <i>Ashley Gray – 27/07/23</i>
Legal consultation & sign off	Legal Services officer consulted and date Paragraphs 20.7 and 20.8 of the constitution (page 490) regarding external funding apply. Otherwise no legal issues arise from the content here. Compliance with constitution and procurement criteria will need to be addressed as and when the funds to be received are subsequently expended. Note: no appendix provided. <i>Mike Bentley</i>

	Mike Bentley – Consultant & Locum Solicitor 1 st August 2023
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Report Author: Tracey Brewer
Post: Head of Strategic Transport
Date: 20 July 2023