

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH & SUSTAINABILITY

TITLE: APPROVAL TO ACCEPT/SPEND: CRSTS FUNDING

REPORT TO:	CABINET
Date of Meeting	17 APRIL 2024
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:
 - BikeWorks Active Travel Hub
 - A628 Bus and Active Travel Corridor (Shafton to Town Centre)
 - Town End Roundabout

And to seek Cabinet approval:

- To accept development funding to progress the schemes:
 - BikeWorks Active Travel Hub **£951,000**
 - A628 Bus & Active Travel corridor **£1,113,600**
 - Town End Roundabout **£420,000**
- To accept **£505,000** from SYMCA as part of the Bus Service Improvement Plan (BSIP) fund to deliver a Virtual Bus Trigger system
- To accept **£412,000** from Active Travel England for development funds for two schemes; one at Athersley and the other in Bolton on Dearne
- To accept **£173,500** from SYMCA as part of the Transport Innovation Fund for a pilot scheme to introduce CCTV in taxis.

Total Value = £3,575,100.00

- 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 **£2,484,600** funding from the CRSTS to develop the above named schemes further
2. Authorises the acceptance of **£505,000** from SYMCA as part of the Bus Service Improvement Plan (BSIP) to deliver a Virtual Bus Trigger System
3. Authorises the acceptance of **£412,000** from Active Travel England as development costs towards two schemes
4. Authorises the acceptance of **£173,500** funding from the Transport and Innovation Fund for a pilot scheme to introduce CCTV in taxis

That The Executive Director of Growth & Sustainability be authorised to undertake all necessary steps to ensure continued delivery of the CRSTS / future pipeline programme and the Active Travel England schemes.

1. INTRODUCTION

- 1.1 To provide Cabinet with the information to accept over £2.4m of SYMCA funding for the delivery of the new BikeWorks Active Travel Hub and for the progression to Outline Business Case for the A628 Bus and Active Travel Corridor and the Town End Roundabout schemes.
- 1.2 To provide Cabinet with the information to accept £505,000 of BSIP funding through SYMCA for the Virtual Bus Trigger system.
- 1.3 To provide Cabinet with the information to accept £412,000 of funding from Active Travel England for the development of two schemes.
- 1.4 To provide Cabinet with the information to accept £173,500 of SYMCA funding to undertake a pilot scheme for the introduction of CCTV in taxis from the Transport Innovation 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. 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.
- 2.3 Two further schemes have been submitted to SYMCA for approval to progress from SOBC to Outline Business Case (which means all Barnsley's schemes will have SOBC approval):
- A628 Bus and Active Travel Corridor (Shafton to Town Centre)
 - Town End Roundabout
- 2.4 A Strategic Outline Business Case and accompanying documents for the schemes were submitted to SYMCA. These have now been appraised and will be approved by the MCA board held either February or March 2024. These approvals will release over £1.5m to allow the schemes to progress to option appraisal and Outline Business Case.
- 2.5 These schemes are still in early design so consultation exercises will be undertaken once details are known, although a high level consultation event was held for the A629 scheme in November 2023; unfortunately, despite it being advertised, it was poorly attended.
- 2.6 A Full Business Case for the BikeWorks Active Travel Hub has been approved by the MCA board held in January 2024. This approval will release nearly £1m to deliver the refurbishment and restocking of the town centre Active travel hub
- 2.7 The running of the BikeWorks Active Travel hub has been brought back in house, which gives the Council greater flexibility on providing this service. It should also be noted that the funding also provides for a "mobile" hub, which will enable the team to get out into the community.
- 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 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.
- 2.10 In September 2023, SYMCA announced the opportunity to bid for additional funds through the BSIP fund, this has given the Council the opportunity to submit a request for over £500,000 for the Virtual Bus Trigger system, which is a software-based system to be used with the traffic signal equipment and will give priority to buses when they approach a signal controlled junction.
- 2.11 Through the Active Travel England Fund (ATF4), two schemes have been awarded development funds; with the anticipation that these will progress into delivery. Given the tight deadlines for submission, and the strict criteria (area of high deprivation / connection to schools) officers worked with SYMCA and Active Travel England to submit schemes they considered acceptable. One in Athersley, the other in Bolton on Dearne.
- 2.12 The Transport Innovation Fund is a new funding pot, the idea being for small scale pilot schemes for alternative modes. Given the issues the town centre faces with alleged and real anti social behaviour for people trying to get home by taxi, the provision of CCTV will give drivers and passengers some reassurance. At the MCA board held on 23 January £173,500 was approved.
- 2.13 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 £2.4m (Capital and revenue 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 £173,500 of funding (capital and revenue) from the Transport Innovation fund for the introduction of CCTV cameras in taxis.
- 3.1.4 Approval is sought to accept the £505,000 of funding (capital and revenue) from the BSIP fund for the Virtual Bus Trigger system.
- 3.1.5 Approval is sought to accept the £412,000 of funding (capital and revenue) from the Active Travel England (ATF4) fund.

- 3.1.6 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.
- 3.1.7 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.
- 3.1.8 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.
- 3.1.9 Appendix A – summarises 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 subject to a successful change request to SYMCA 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.
- 3.2.2 Paragraphs 20.7 and 20.8 of the Council's Financial Regulations (Section 5i Constitution (page 71) regarding external funding shall be complied with where they apply, including relevant consideration shall be given to applicable procurement and / or contract requirements as and when the funds to be received are subsequently expended.

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 was presented to Cabinet in October 2023.
- 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 A628 Bus and Active Travel scheme, consultation events were held in November 2023, but despite publicity was poorly attended.

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 The funding will enable the refurbishment of the existing Active Travel Hub and completely restock including new EV bikes.
- 6.4 The Transport Innovation Funding will enable the Licensing team to set up back office systems and procure the CCTV for taxis.
- 6.5 The BSIP funding will enable the upgrade of traffic signal junctions to prioritise buses.
- 6.6 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 – 5 March 2024</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Hussona Begum</i> Hussona Begum – Consultant & Locum Solicitor 12/02/2024

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Post: Head of Strategic Transport
Date: 5 March 2024