

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director Growth & Sustainability

TITLE: City Region Sustainable Transport Settlement – Tranche 2
Revenue Funding Active Travel England and Tranche 5
Consolidated Active Travel Fund (Catf)

REPORT TO:	CABINET
Date of Meeting	02/04/2025
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

The purpose of the report is to seek approval for:

- The acceptance of £0.898M from CRSTS 1 Revenue Funding (additional feasibility funding) from the South Yorkshire Mayoral Combined Authority (SYMCA). This is in addition to the £1.520M already received.

Funds to be used to undertake feasibility work (traffic surveys, traffic modelling, feasibility design) for a future pipeline of schemes and to continue with staffing the Active Travel Hub.

- To prepare and progress procurement for traffic count equipment and for consultancy staff to assist with feasibility work on rail schemes

And to seek approval for:

- The acceptance of a potential £0.987M from SYMCA for Active Travel Tranche 5 and an additional “mayoral” allocation (this share being based on the 17.5% equitable split) to deliver feasibility, capital projects, cycling and Active travel.

And a further approval – which was announced on 13/02/2025 – the Consolidated Active Travel Fund

- Although no specific allocation confirmed to date – the overall CATF is for £5.012m, based on the regions equitable share, The Council could receive approx., £0.800M, split between capital and funding. There is no further information as yet in relation to the terms and conditions of the spend, with the exception of it must be spent by 2027.

Council Plan priority

Sustainability

Recommendations

That Cabinet:

1. Authorises the acceptance of the offer £0.898M from SYMCA CRSTS in revenue funding for the development of a future pipeline of schemes and feasibility design.
2. Authorises the acceptance of the offer of the potential £0.987M from SYMCA Active Travel Tranche 5 and additional “mayoral” allocation.
3. Authorises the acceptance of the potential additional £0.800M from the SYMCA Consolidated Active Travel Fund.
4. The Executive Director Growth & 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 necessary consider acceptance of the offer of £0.898M in CRSTS Revenue funding and a potential of further funding of £0.987M from Active Travel Tranche 5 and an additional “mayoral” allocation. A recent announcement of the Consolidated Active Travel Fund has been announced and a potential equitable share of around £0.800M is expected.

A total of £2.685m

2. PROPOSAL

- 2.1 In April 2022 the Department for Transport awarded Revenue Funding of £5.200M for local authorities to commence project feasibility work. The initial allocation confirmed for Barnsley for this work is £1.520M
- 2.2 In November 2024, SYMCA announced a further tranche of funds of £0.898M; which included £0.125M towards the development of the business case for the Hickleton Marr
- 2.3 In order to unlock this funding the Transport team had to submit a template to SYMCA that outlines the projects we intend to undertake and how they align with the CRSTS programme. These include:
 - Staff resources
 - Feasibility work to create a pipeline of schemes post CRSTS
 - Consultancy staff to assist with the proposed rail bids
 - Funds for the Active Travel hub operation
 - new data collection systems, as the majority of the existing equipment is obsolete / beyond repair.
 - Localised modelling work

2.4 Active Travel Fund 5 has awarded SYMCA an allocation of just over £1.500M, and the Transport Team have submitted a template to SYMCA with projects they intend to undertake, which include:

- Feasibility work on pipeline
- Providing cycle storage in community / local centres
- Providing scooter storage in local schools
- Improvements to Public Rights of Way
- Connectivity to local rail stations

2.5 The estimated costs for these projects is £0.290M. So far SYMCA have not given an indicative allocation, just asked for schemes. The total for our schemes would come in over what would be the “equitable split” of £0.287M.

2.6 SYMCA have also devolved over £4.000M for Active Travel projects and a similar template has been submitted with projects the Transport team intend to undertake, which includes:

- Upgrades to pedestrian crossings to Toucans
- Connectivity to local rail stations
- Improvements to the Trans Pennine Trail at Penistone to connect the station
- Connectivity to the schools at Broadway

2.7 The estimated costs for these projects is £0.792M. So far SYMCA have not given an indicative allocation, just asked for schemes. The total for our schemes would come in over what would be the “equitable split” of £0.700M.

2.8 The CATF is a mix of Capital and Revenue funding, so far no guidance has been released as to what Active Travel England are prioritising, but we have schemes in the pipeline for delivery.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

3.1.1 Consultation on the Financial Implications of the report has taken place with representatives of the Director of Finance – Section 151 Officer

3.1.2 Approval is sought to accept the additional £0.898M in revenue funding to support the CRSTS programme for the projects identified

3.1.3 Approval is also sought to accept the potential allocation of £0.987M from Active Travel Tranche 5 and the devolved funding; although until SYMCA have agreed the funding allocation, this is indicative at this stage.

3.1.4 Approval is also sought to accept the potential allocation of £0.800M (the equitable regional split) from the Consolidated Active Travel Fund; although until SYMCA have agreed the funding allocation, and terms and conditions, this is indicative at this stage and may be subject to further governance review.

- 3.1.4 It is important to note that there is no financial “ask” from the Council to progress the recommendations outlined in this report.
- 3.1.5 BMBC Finance Officers will continue to work closely with the Transport Team to ensure project spend remains within the available £2.685M CRSTS / Active Travel / Devolved funding allocations
- 3.1.6 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.

3.2 Legal

- 3.2.1 The use of the funds will be subject to SYMCA’s terms and conditions.
- 3.2.2 Cabinet is responsible for approving proposals that fall within the definition of a key decision. A key decision within the constitution of the Council includes income to the Council over £500,000 hence this submission of this report for approval of acceptance of income from SYMCA.
- 3.2.3 The scheme of delegation authorises the Executive Director of Place to undertake and further delegate all necessary steps to ensure continued delivery of the CRSTS / future pipeline programme.

3.3 Equality

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

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

There are no issues arising directly from this report. The Revenue Funding will enable additional resources to be brought in as and when required and the funding will cover existing staff costs.

3.6 Communications

The proposed work streams proposed to be funded through the Revenue Funds are mainly operational (traffic modelling etc) and therefore minimum communication would be required. As and when pipeline schemes develop, communication / consultation will be undertaken

4. CONSULTATION

Officers within the Strategic Transport team (Transport, Highway Design and Highway Development Management) as well as Communities and Public Health teams have been consulted on the proposals and have provided input.

5. ALTERNATIVE OPTIONS CONSIDERED

The only other option is for the Council not to accept the Revenue and Capital Funding. This would then mean that the Council would not have a potential pipeline of schemes or the data / traffic data to inform subsequent business cases / funding bids

6. REASONS FOR RECOMMENDATIONS

- 6.1 The acceptance of both the Revenue and Capital Funding will allow the Strategic Transport team to undertake detailed traffic modelling work, data collection and develop a future pipeline of projects for any subsequent funding streams / bids as well as deliver cycle storage in Community buildings, deliver improvements to Public Rights of Way and provide connectivity to local rail stations.

6.2 It will help protect the Council's finances in the future, by providing revenue for staff costs.

7. GLOSSARY

CRSTS – City Region Sustainable Transport Settlement
ATF – Active Travel Fund
CATF – Consolidated Active Travel Fund
FBC – Full Business Case
OBC – Outline Business Case
SYMCA – South Yorkshire Mayoral Combined Authority

8. BACKGROUND PAPERS

Cabinet Report (16.6.2022/10) – To accept CRSTS revenue funding
Cabinet Report (2.11.2022/12) - To accept CRSTS capital funding

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

9. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date Ashley Gray – Strategic Finance Business Partner – 08/01/2025
Legal consultation & sign off	Legal Services officer consulted and date <i>Rebecca Asquith – interim Head of Legal Services</i> <i>09.01.2025</i>

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Date: 03 December 2024