

## **BARNSELY TRANSPORT STRATEGY**

### **1.0 Introduction**

- 1.1 The purpose of this report is to invite input from the Overview and Scrutiny Committee into the content of the proposed Transport Strategy for Barnsley (Item 4b) and to seek a way forward for the borough to address transport related issues – what the key concerns are, which areas to focus on and how the council makes the most of the potential funding opportunities.
- 1.2 Since the declaration of the Climate Emergency and the adoption of the Local Plan, an updated Transport Strategy is required to integrate the Zero 40 agenda and support the Barnsley Local Plan and to identify the infrastructure projects that will be needed to deliver the growth ambitions of the Local Plan.
- 1.3 There are a number of steps in the process of preparing the updated Transport Strategy, including technical baseline assessments, strategic transport visioning and engagement with local ward members and key stakeholders.
- 1.4 There will also be a suite of supporting strategies and plans that accompany the Transport Strategy, including but not limited to work streams on Active Travel, Bus and Rail infrastructure, Freight, Highway congestion issues, Air Quality and Health.

### **2.0 Background**

- 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 borough, 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.
- 2.2 In developing and implementing policies in regard 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 adaptation to, climate change, emergency active travel or otherwise with respect to the protection or improvement of the environment.
- 2.3 Section 112 of the Transport Act 2000 requires that the Council in developing and implementing their policies 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.
- 2.4 The Barnsley Transport Implementation Plan (2011-2015) was superseded by the Barnsley Transport Strategy 2014-2033 and in 2017, the Sheffield City Region (SCR) published its Transport Strategy 2018-2040.
- 2.5 In September 2019, the Council declared a Climate Emergency and set a target of achieving zero carbon in its operations by 2040 (Zero40) and to supporting the transition of the Borough to zero carbon by 2045 (Zero45).
- 2.6 The existing Transport Strategy 2014-2033 does not correlate with the information / objectives of the SCR Transport Strategy, or the objectives of the Zero40 / 45 agenda. Therefore, any proposed strategy needs to be amended to reflect this latest document and to reflect the aspirations for the borough.

2.7 Similarly, the existing transport strategy does not align with the aspirations of the Sheffield City Region Transport Strategy or share the same vision to:

*“Continue to be a forward-looking city region with integrated transport connections that support economic growth and improve quality of life for all”.*

2.8 The SCR vision relates to four overarching transport goals / objectives:-

**Support inclusive economic growth:** Creating a resilient transport system which allows reliable and efficient movement of people and goods and which supports more sustainable development and a thriving local economy

**Create Healthy Streets where people feel safe:** providing an affordable, safe and secure transport system for all sectors of society which facilitates improved public health and has limited adverse impacts on communities

**Improve the quality of our outdoors:** reducing carbon emissions from the transport sector to meet the 2040 target for net zero emissions

**Promote, enable and adapt different technologies:** to be at the forefront of transport innovation; enable different solutions to create a fully integrated and inclusive transport service

2.9 It is clear that in order to secure any future funding from the SCR; the proposed Transport Strategy must align with the vision / objectives of the SCR and those of the Zero 40 carbon strategy.

2.10 In January 2020, a Head of Service was appointed to manage the newly formed Strategic Transportation team, which includes teams from Highway Design, Transport, Highway Development Management and the Trans-Pennine Trail team, and work has begun to develop a new strategy.

2.11 The draft Barnsley Transport Strategy, Item 4b (attached), outlines the council's commitment to improving transport options for every member of the community and to reducing the negative impacts of travel on the borough. It sets out the commitment to make improvements over the next 10 years.

2.12 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 council's transport vision and achieve the five objectives:-

- To transform streets and places to enable an increase in cycling and walking
- To support economic growth and regeneration
- To reduce conventional vehicular trips on the network, particularly at peak times
- To reduce and mitigate the impact of transport-based emissions and noise in Barnsley
- To reduce the number of people killed and seriously injured (KSI) and slight accidents on our roads

### 3.0 Current Position

3.1 Whilst travel patterns altered during the first lockdown of the COVID pandemic; car travel has not declined as initially envisaged and traffic on the Barnsley network is almost back to pre-COVID levels. However, bus and rail patronage is seeing a steep decline in passenger numbers which needs to be addressed. The Government expected a decline in car usage and therefore focussed Department for Transport (DfT) funding on Active Travel and more sustainable modes of transport. This has had an impact on the preparation of the Transport Strategy and gives us an opportunity to rethink our approach and what the priorities for transport and the Barnsley borough are going to be in the future.

3.2 The Council has already delivered several Active Travel schemes, using the DfT funding, with more in the pipeline. However, it is likely that future funding streams from the DfT will be around connectivity and improving bus patronage.

3.3 Funding has also been secured from the Transforming Cities Fund to deliver Active Travel and bus priority schemes.

- 3.4 The Local Plan has allocated over 21,000 new homes – feasibility funding has been identified to determine whether relief roads are required for the major housing sites at Royston / Carlton and in Penistone.
- 3.5 With the climate change and health issues, getting more people “active” and using alternative modes of travel would contribute to these priorities. We need to see improvements to electric vehicle (EV) provision, EV charging points, and improvements to / provision of Active Travel hubs in Principal Towns.
- 3.6 Just before the end of 2020, a “light touch” engagement exercise was conducted with the public via an online survey; and further engagement will be undertaken alongside the technical work for the schemes already in the programme and for the purpose of the transport strategy. Further engagement will include:
- Public and key stakeholder consultation on transport issues in Barnsley
  - Engagement and consultation with council members and stakeholders for feedback at the following stages:
    - Evidence base / challenges / objectives / options and appraisal framework
    - Option Assessment and approach to packaging
  - Transport seminar for all councillors / staff to explore best practice transport solutions and innovations
- 3.7 An Equality Impact Assessment will be carried out as part of the emerging Transport Strategy and should provide positive outcomes for specific groups, for example, by improving physical access, reducing road danger and improving air quality; all issues that have a disproportionate impact on certain groups. Any negative impacts, (for example, the affordability of zero emissions vehicles) for some groups are expected to be outweighed by the overall health benefits such as cleaner air.

#### **4.0 Future Plans & Challenges**

- 4.1 We know that in the future, our transport systems must and will change, so we need to rethink our investment now in the transport infrastructure to tackle the 21<sup>st</sup> century challenges of climate emergency and to support the wellbeing of our population. This will be central to the developments being delivered from the Local Plan and its subsequent iterations.
- 4.2 Alongside the work to prepare a new version of the borough’s long-term statutory local transport plan – the Barnsley Transport Strategy 2040, we will also prepare a Five Year Delivery Plan (2021 – 2026) which will set out the practical actions planned to deliver the Strategy over the next five years.
- 4.3 The Delivery Plan will include a mapped summary of proposed “place specific” schemes as well as a range of Barnsley wide interventions, ranging from Active Travel measures to support the COVID recovery; the Transforming Cities Funding; to a reformed bus network; new rail stations; clean air plan; and new highway infrastructure and junction improvements. Delivery Plan interventions will be categorised according to whether they are:
- Committed for delivery in the next 5 years with funding in place in most cases
  - For business case development and potential early delivery
  - Longer terms schemes which will undergo options development during the 5-year plan period
- 4.4 We need to update the Transport Strategy from first principles and follow established processes for strategy development and it needs to reflect the Zero40 agenda, the SCR Bus Review, the Active Travel agenda, the Rail Vision and the Local Plan. The process (summarised below) is in line with government guidance and best practice in relation to reviewing and future proofing a transport strategy and will comprise of the following steps:
- Define the transport challenges
  - Establishing a baseline of current conditions
  - Setting objectives
  - Identifying options
  - Assessing options both in isolation and combined as packages

- Public consultation and stakeholder engagement
- Technical reporting

4.5 The provision of accurate traffic modelling and air quality assessment modelling will play an important role in understanding the baseline of current conditions and the impact that growth will have on the transport network over the coming years. The ability to model and understand these impacts will help to inform how and where transport interventions need to be delivered.

4.6 Various options need to be considered when developing the overall strategy:

#### 4.7 Walking and Cycling Measures

- Improved walking and cycling infrastructure – connectivity between Principal Towns and the Town Centre; links to employment / leisure / cultural sites
- Safer routes to school / quiet neighbourhoods
- Travel plans and promotions sought from developments
- Active Travel Hubs

#### 4.8 Improving Public Transport

- Bus and Rail patronage is on the decline and we need to do something to increase patronage or prepare ourselves for the potential of loss of service
- Connectivity between Principal Town and the Town Centre
- Reopening of Railways e.g Barnsley- Royston – Wakefield
- New Dearne Valley Parkway
- Bus priority measures
- Investment in Electric buses

#### 4.9 Managing Traffic Demand

- Congestion relief at key junctions
- Demand Management
- New highway infrastructure e.g Royston / Carlton Relief Road
- Bus Priority measures
- Investment in EV charging infrastructure

### 5.0 **Invited Witnesses**

5.1 The following witnesses have been invited to attend to answer questions from the committee:-

- Matt Gladstone, Executive Director Place, BMBC
- Kathy McArdle, Service Director, Regeneration & Culture, BMBC
- Tracey Brewer, Head of Transport, Economic Regeneration & Culture, BMBC
- Cllr Chris Lamb, Cabinet Spokesperson, Environment & Transportation, BMBC

### 6.0 **Possible Areas for Investigation**

6.1 Members may wish to ask questions around the following areas:-

- What are the key drivers for making changes to existing transport provision? What barriers do people face when travelling around the borough and into neighbouring authorities?
- What will be the challenges in delivering the strategy? How do you plan to overcome them?
- What are the current risks associated with transport in Barnsley and what risks are associated with the draft strategy?

- What do you expect the financial, social, economic, and environmental impact of the strategy to be on the people who live, work and study in the borough?
- How confident are you that the strategy will effectively meet the needs of individual communities and sections of the community in the borough whilst still reflecting wider agendas?
- What does success look like? How will you know?
- Does the service have the skills, capacity and resources to achieve its ambitions?
- What partners are crucial to the success of the strategy, how strong are relationships and what do you expect governance to look like?
- How did you evaluate schemes already delivered and what lessons have been learned?
- What were the findings of the 'light touch' engagement exercise? What are residents telling you?
- How will young people be involved in shaping transport provision given that it has been previously identified as one of their priorities in the Make Your Mark campaign?
- How do you plan to influence behaviour changes?
- How confident are you that the proposed changes will be economically sustainable for the council and partners, and affordable for residents?
- How will data and intelligence be used to support decision making? How robust is that data at present?
- What can members do to support the work around the Transport Strategy?

## 7.0 Background Papers and Useful Links

- Item 4b (attached) – Draft Transport Strategy  
Sheffield City Region Transport Strategy:-  
[https://sheffieldcityregion.org.uk/wpcontent/uploads/2019/03/SCR\\_Transport\\_Strategy\\_11.04.2019.pdf](https://sheffieldcityregion.org.uk/wpcontent/uploads/2019/03/SCR_Transport_Strategy_11.04.2019.pdf)
- Sheffield City Region Transport:-  
<https://sheffieldcityregion.org.uk/transport/>
- Barnsley Transport Strategy 2014 – 2033  
<https://www.barnsley.gov.uk/media/16985/barnsley-transport-strategy-2014.pdf>
- Barnsley Council Zero 40 and 45 Ambitions:-  
<https://www.barnsley.gov.uk/services/our-council/helping-our-environment/reducing-carbon-emissions/>

## 8.0 Glossary

BMBC	Barnsley Metropolitan Borough Council
EV	Electric Vehicles
OSC	Overview & Scrutiny Committee
SCR	Sheffield City Region
DfT	Department for Transport

## 9.0 Officer Contact

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