

Public Document Pack



MEETING:	Cabinet
DATE:	Wednesday, 4 October 2017
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

AGENDA

1. Declaration of pecuniary and non-pecuniary interests
2. Leader - Call-in of Cabinet decisions

Minutes

3. Minutes of the previous meeting held on 20th September, 2017
(Cab.04.10.2017/3) (*Pages 3 - 6*)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.04.10.2017/4) (*Pages 7 - 8*)

Petitions

5. Petitions received under Standing Order 44 (Cab.04.10.2017/5) (*Pages 9 - 10*)

Items for Decision/Recommendation to Council

Core Services Spokesperson

6. Better Barnsley - Market Gate Bridge - Business Case (Cab.04.10.2017/6)
(*Pages 11 - 36*)
7. Business Rates - Local Discretionary Relief Scheme - Revaluation Support
2017/18 - 2020/21 (Cab.04.10.2017/7) (*Pages 37 - 50*)

Place Spokesperson

8. 2017/18 Highways Capital Programme (Cab.04.10.2017/8) (*Pages 51 - 80*)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Gardiner,
Howard, Miller and Platts

Cabinet Support Members:

Councillors Franklin, Frost, David Griffin, Lamb, Pourali and Saunders

Chair of Overview and Scrutiny Committee
Chair of Audit Committee

Diana Terris, Chief Executive
Rachel Dickinson, Executive Director People
Matt Gladstone, Executive Director Place

Wendy Lowder, Executive Director Communities
Julia Burrows, Director Public Health
Andrew Frosdick, Executive Director Core Services
Alison Brown, Service Director Human Resources
Michael Potter, Service Director Business Improvement and Communications
Neil Copley, Service Director Finance
Katie Rogers, Communications and Marketing Business Partner
Anna Marshall, Scrutiny Officer
Ian Turner, Service Director, Council Governance

Corporate Communications and Marketing
Labour Group Room – 1 copy

Please contact Ian Turner on 01226 773421 or email governance@barnsley.gov.uk

Tuesday, 26 September 2017



MEETING:	Cabinet
DATE:	Wednesday, 20 September 2017
TIME:	10.00 am
VENUE:	Reception Room, Barnsley Town Hall

MINUTES

Present

Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Cheetham, Franklin (for Gardiner) Howard, Miller and Platts

Members in Attendance: Councillors David Griffin, Lamb and Saunders

76. Declaration of pecuniary and non-pecuniary interests

There were no declarations of pecuniary or non-pecuniary interests.

77. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 6th September, 2017 had been called in.

78. Minutes of the previous meeting held on 6th September, 2017 (Cab.20.9.2017/3)

The minutes of the meeting held on 6th September, 2017 were taken as read and signed by the Chair as a correct record.

79. Decisions of Cabinet Spokespersons (Cab.20.9.2017/4)

There were no Records of Decisions by Cabinet Spokespersons under delegated powers to report.

80. Petitions received under Standing Order 44 (Cab.20.9.2017/5)

It was reported that no petitions had been received under Standing Order 44.

Cabinet Spokesperson without Portfolio

81. Members Information Governance and Security Support (Cab.20.9.2017/6)

RESOLVED:-

- (i) that Elected Members adopt the Council's policies and procedures for information governance and security, as set out in the report now submitted, and;
- (ii) that Elected Members undertake the Council's mandatory annual training for information governance and security, that incorporates undertaking an assessment and can demonstrate good knowledge, awareness and compliance to meet ongoing legislation requirements.

Place Spokesperson

82. Introduction of Charging Developers for the Provision of Wheeled Bins to New Properties (Cab.20.9.2017/7)

RESOLVED that a direct charge of £99.00 per property, applicable to all future housing developers, be introduced to cover the supply and delivery of all waste and recycling containers to new properties and a welcome pack for residents promoting waste services and recycling, as detailed in the report submitted, be approved.

People (Safeguarding) Spokesperson

83. Annual Report of the Barnsley Local Safeguarding Children Board (Cab.20.9.2017/8)

RESOLVED:-

- (i) that the Annual Report of the Barnsley Local Safeguarding Children Board for 2017/17, at Appendix 1 of the report now submitted, be noted; and
- (ii) that the progress made by the Board in relation to its statutory role and functions, be noted as part of Cabinet's continued consideration of the Borough's framework for safeguarding vulnerable adults and children.

84. Annual Report of the Barnsley Local Safeguarding Adults Board (Cab.20.9.2017/9)

RESOLVED that the Annual Report of the Barnsley Safeguarding Adults Board for 2016-17, as set out in Appendix 1 to the report submitted, together with the progress made by the Board in relation to its role and responsibilities, concerning the protection of vulnerable adults be noted.

85. Barnsley Youth Justice Plan (2017/18) (Cab.20.9.2017/10)

RECOMMENDED TO FULL COUNCIL ON 23RD NOVEMBER, 2017:-

That the Barnsley Youth Justice Plan for 2017/18, as set out in Appendix 1 of the report now submitted, be adopted.

86. Exclusion of Public and Press

RESOLVED that the public and press be excluded from the meeting during consideration of the following items, because of the likely disclosure of exempt information as described by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, as follows:-

<u>Item Number</u>	<u>Type of Information Likely to be Disclosed</u>
87	Paragraph 3

Core Services Spokesperson

87. Proposed Option Agreement - Land off West Street, Worsbrough Dale, Barnsley (Cab 20.9.2017/12)

RESOLVED:-

- (i) that approval be given to the granting of an option agreement to Hanover Developments Wakefield Limited for Land Off West Street, Worsbrough Dale, Barnsley, as set out in the report submitted;
- (ii) that the Service Director Assets be authorised to finalise heads of terms for the option agreement with Hanover Developments Wakefield Limited; and
- (iii) that the Executive Director Core Services be authorised to complete the necessary documentation so that the option agreement can be granted.

.....
Chair

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BARNSLEY METROPOLITAN BOROUGH COUNCIL

CABINET SPOKESPERSONS' DECISIONS

Schedule of Decisions taken for week ending 29th September, 2017

<u>Cabinet Spokesperson</u>	<u>Item</u>	<u>Decisions</u>	<u>Contact Officer</u>
1. Place	Education and Skills Funding Agency 16-19 Year Old Study Programme	<p>(i) that the contract for the delivery of the Education and Skills Funding Agency 16-19 Year Old Study Programme be amended to the value of £252,500 for financial year 2017/18, £265,000 in 2018/19 and £79,500 in 2019/20;</p> <p>(ii) that an agreement be entered into with Rotherham MBC be recorded in the Memorandum of Understanding to the value of £102,500 for financial year 2017/18, £100,000 in 2018/19 and £30,000 in 2019/20; and</p> <p>(iii) that approval be given to the allocation of a new funding stream from the ESFA High Needs Block Element 2 Place Funding, providing additional support for learners with an Educational Health and Care Plan (EHCP) to the value of £42,000 in financial year 2017/18, £60,000 in 2018/19 and £18,000 in 2019/20 (actual amounts subject to confirmation on receipt of the ESFA payment schedule.)</p>	D. Benbow Tel. 773859

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BARNSELEY METROPOLITAN BOROUGH COUNCIL

Report of the Chief Executive

Petitions received under Standing Order 44

1. Purpose of Report

To consider action in respect of petitions received by the Chief Executive under Standing Order 44.

2. Recommendations

- 2.1 That Cabinet agree the action to be taken in response to the petitions referred to in the report in line with the Council's Petitions Scheme.**

3. Background

- 3.1** The Council's Standing Order 44 requires that "All petitions relating to a matter over which the Council ... has authority or which affects the Borough shall be presented to the Chief Executive who shall refer them to the relevant officer for investigation."
- 3.2** The Petitions Scheme, which was revised in April, 2013, requires petitions to be reported into Cabinet. This report sets out recent petitions received and the recommended response.
- 3.3** Whilst the report of petitions to Cabinet fulfils this duty requirement, Cabinet may wish to consider further action, such as referring any petition to the relevant Area Council.

4. Details of Petitions Received

- 4.1** Details of the petitions received up to this meeting of Cabinet are set out in the appendix attached, including a recommendation of the action to be taken for consideration. Members should note that individual petitions will not be the subject of further reports to Cabinet unless this is specifically requested at the meeting when the petition is reported.

5. List of Appendices

- 5.1** Details of Petitions received.

6. Background Papers

Petitions presented to the Chief Executive. Available for inspection in the Council Governance Unit, Town Hall, Barnsley, except where the petitions contain Exempt Information.

Officer Contact: Ian Turner **Tel No:** 01226 773421 **Date:** September, 2017

Petitions received under Standing Order 44 - Cabinet – 18 October, 2017

Issue	No. of Signatories	Date Received	Action recommended under the Petitions Scheme
Road safety and traffic concerns at Sacred Heart Catholic Primary School, Goldthorpe	180 signatories	11/09/2017	<p>The Council's Road Safety team will contact the school to discuss intervention measures available from the Council and South Yorkshire Safer Roads Partnership to educate and promote road safety to the children, parents and teachers. This will require a large resource input from the school to be effective.</p> <p>A 'preliminary' footway assessment has been carried out under the service priority assessment procedures to convert the verge into footway and achieved a 'Medium' priority. This request will be considered for inclusion in a future programme along with all 'High' and 'Medium' priority requests.</p> <p>The request for a 'one way system' and 'drop off point' has been assessed under the traffic measures service priority assessment procedures. This achieved a 'Low' priority and will not be taken forward as a scheme.</p>

BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan

**Joint Report of the Executive
Director Core Services &
Executive Director Place**

BETTER BARNSELEY - MARKET GATE BRIDGE – BUSINESS CASE

1. Purpose of report

- 1.1 This report seeks approval to design and construct a new equality pedestrian bridge over the Main Sheffield to Leeds railway line (Hallam Line).
- 1.2 The project is supported by Network Rail and will be part funded by them; therefore the report seeks approval to enter into a funding agreement with Network Rail.
- 1.3 This report also seeks consent for all necessary statutory and legal approvals in relation to the project.

2. Recommendations

It is recommended that:

- 2.1 **Cabinet approve the business case for the Market Gate bridge project.**
- 2.2 **Cabinet authorise the Executive Director Core to enter into a funding and partnering agreements with Network Rail.**
- 2.3 **Cabinet authorise the Executive Director Core to implement all necessary statutory and legal approvals required to deliver the project.**
- 2.4 **Resources totalling £0.580M are released from the monies earmarked as part of the 2020 New Starts Capital Programme to fund the design and architects and structural engineers' fees associated with the construction of the bridge together with associated traffic and pedestrian monitoring, with the release of the remaining funding being subject to approval of the final design and cost estimate for the project.**

3. Introduction

- 3.1 This project is to design and construct a new equality pedestrian bridge over the main Sheffield to Leeds railway line (Hallam Line). The project is supported by Network Rail and will be part funded by them. The bridge will link the existing public transport and parking provisions to the new retail and leisure quarter. It will

provide a safe accessible route over the railway line for pedestrians and cyclists which will enable the permanent closure of the existing Jumble Lane crossing.

- 3.2 A new access route for the servicing of the Glass Works and the Markets will be created off Lambra road. This removes the requirement for vehicles to cross Jumble Lane to service the Metropolitan Centre. A Traffic Regulation Order (TRO) has been approved in principle which will enable the highway over the crossing to be closed once alternative pedestrian access has been provided.
- 3.3 The new bridge connection is important in the long term plans for expansion of capacity on the Sheffield to Leeds railway line. Facilitating the closure of the existing level crossing allows for increased capacity at Barnsley station. Barnsley's position on the corridor between Leeds and Sheffield puts it in a unique position in terms of public transport provision for future rail growth and opportunities arising from HS2 and this project will provide key facilitation works for this.
- 3.4 The project must be delivered by March 2019 to meet the requirements of Network Rail, achieving this deadline is a caveat to receiving the Network Rail funding. The delivery of a new bridge within this timescale is feasible and can work with the overall delivery of the Glass Works redevelopment.

4. Consideration of alternative approaches

- 4.1 An alternative approach would be for the crossing to remain open. This is not recommended as it would have a detrimental effect on the current redevelopment plans for Barnsley town centre. In addition it would not address the safety concerns of Network Rail with Jumble Lane being classed as a 'high risk' level crossing.
- 4.2 A further alternative is to allow Network Rail to construct a standard equalities pedestrian bridge over the railway and close the level crossing. This alternative has been discarded because the Glass Works development will raise the quality of infrastructure in the town centre. A standard no-frills pedestrian bridge would not be in keeping with the goals for the town centre.

5. Proposal and justification

- 5.1 In 2013 Network Rail approached the Council to discuss the possibility of closing the existing Jumble Lane crossing. Network Rail highlighted the level of risk associated with the crossing in the Network Rail risk model, Jumble Lane is currently ranked 27th most dangerous out of 2312 level crossings on the London North Eastern & East Midlands Route, classing this crossing as high risk. Level crossings represent the single biggest risk to Network Rail, with circa 50% of total risk being attributed to them. This crossing has seen a number of incidents over the past few years, predominately red-light runners and pedestrians jumping the barriers.
- 5.2 From April 2019 all route signalling for this route will be centralised to York, removing the need for manned level crossings. This would require a significant upgrade of the existing barrier equipment which has prompted Network Rail to

offer considerable funding to facilitate the closure of the crossing and therefore completely mitigate the risk of an accident.

- 5.3 The Council commenced work on the town centre redevelopment project in January 2014. A footbridge had been a common feature of the previous town centre redevelopment schemes and was included as an option as part of the brief to the project architects. This has enabled public consultation to take place to consider the views of groups and individuals who use the existing crossing.
- 5.4 The support for the closure of Jumble Lane is considerable as many people find the regular closing of the safety barriers is an inconvenience, in particular vulnerable groups that find the crossing a difficult and in some cases a frightening space. Also physically disabled people have explained how difficult they find the unevenness of the crossing and track causing problems for their mobility vehicles and concern about tripping or falling on the crossing.
- 5.5 The impact on the commercial aspects of the Glass Works Scheme has also been considered. A bridge which forms a new gateway into the town will positively impact on the Glass Works by creating an uninterrupted accessible route from the Market Gate car park and the east of the town into the heart of the new scheme.
- 5.6 Consideration has been given to the impact on the town centre on match days. The bridge will be designed with a wide deck to ensure that a significant volume of people can be accommodated. A movement survey will be carried out as part of the structural engineering commission to inform the bridge design. It is anticipated that without the physical barrier of the level crossing the movement of people will be able to continually flow from the town centre down to Oakwell. This will remove the risks associated with the large build-up of people generated by the current level crossing arrangement. The removal of this key match day risk will also assist with match day policing.
- 5.7 The provision of a bridge link as part of the wider Glass Works scheme has been considered and is supported by the Barnsley Urban Renaissance Design Advisory Panel. As the design of the scheme develops regular review meetings will be held with the Design Panel.
- 5.8 The governance arrangements for the Market Gate Bridge project comprise a project board of relevant BMBC officers and representatives from Network Rail. The project board will in turn report into the existing Town Centre Board.
- 5.9 The project is considered to be a key priority for Network Rail which is reflected in the financial support that they have offered to the project and their ongoing co-operation for the redevelopment of the town centre as a whole. The option to close Jumble Lane and build the Market Gate Bridge is the preferred option for the following reasons:
- Once the pedestrian bridge is open for use the Traffic Regulation Order creates a restriction on foot and vehicular traffic over Jumble Lane crossing. This allows the crossing to be securely fenced off once which supports the

Health & Safety objectives of Network Rail, minimising the risk associated with level crossings. The crossing will retain highway status.

- It supports the objectives of the Corporate Plan and 2020 Outcomes Framework for regeneration of the Town Centre and creation of a thriving economy.
- The proposal represents the best opportunity to create a safe link from the east of Barnsley into the Glassworks scheme.
- The proposal presents a viable economic opportunity to utilise time limited match funding from Network Rail to create an improved gateway into the town centre
- In addition to the agreed capital contribution to be made by Network Rail in progressing a bridge crossing at this time, working in partnership with them will provide the further benefit of a free easement to cross over the line. Ordinarily such consents are assessed on a commercial basis with the easement consideration reflecting the commercial value of the crossing.

6. Implications for local people / service users

- 6.1 The Market Gate Bridge will have a significantly positive impact for Barnsley residents. It will support the creation of a vibrant and modern town centre retail and leisure experience, which should in turn help to retain and attract in more shoppers who currently leave the borough to shop elsewhere.
- 6.2 The bridge will also improve accessibility into the town centre, particularly for vulnerable members of the community including those with physical and sensory impairments. The bridge will mitigate the risk of an accident on the level crossing making the town centre more accessible and safer for all.
- 6.3 The bridge will be accessible to cyclists as well as pedestrians. It will provide a key link from the Trans Pennine Trail and the Dearne Valley Park into the heart of the town centre. The co-location of secure cycle lockers will be considered as part of the design.
- 6.4 Before the development is complete, there will be disruption to local people and businesses during the next three years. The project team are working hard to minimise the disruption by ensuring that regular communications are provided to the public detailing any changes and providing progress updates
- 6.5 Regular town centre walkabouts are held particularly with vulnerable groups of service users who may find the disruption difficult to manage. These have proven very successful and have led to several mitigation measures being implemented to minimise the impact of the redevelopment works.

7. Financial implications

- 7.1 Consultation has taken place with the Service Director (S151 Officer) Finance.

- 7.2 Negotiations have been ongoing with Network Rail to close the railway crossing on Jumble Lane in the Town Centre and replace it with a pedestrian bridge. Network Rail has agreed to provide £2m of funding towards the project. A condition of this funding is that the bridge has to be completed by 31 March 2019. The Council will be required to enter into a funding agreement with Network Rail to access this funding. Representatives from Legal and Financial Services will therefore seek to complete the necessary documentation with Network Rail on this matter.
- 7.3 As part of the 2020 Capital New Starts program funding totalling £3M has also been earmarked by the Council for the project. Therefore total funding set aside for the scheme is £5M.
- 7.4 A full business case for the scheme is provided in Appendix B to this report. Current estimates show that the cost of construction of the bridge based on initial design aspirations totals £4.1M with the remaining £0.9M being set aside for associated fees. It is requested that £0.580M of this fee provision is released in to the capital programme in order to commission the necessary architects and bridge designers to complete a detailed design and cost estimate for the final construction, to complete the necessary traffic and pedestrian monitoring together with procuring land from Network Rail in order that the construction can commence. Upon completion and approval of the design, a decision will be made as to whether to progress with the scheme and ultimately draw down the remaining funding.
- 7.5 Should the Council decide to proceed with the construction of the pedestrian bridge Basic Asset Protection and Over-bridge Agreements will be required from Network Rail. Under the terms of these agreements the Council will be required to pay Network Rail's Costs as follows: *"Costs" means all fees costs charges, expenses and disbursements incurred by Network Rail and/or payable to Network Rail in carrying out its duties, rights and obligations under this Agreement;*. These costs have been included within the current fee estimate.
- 7.6 Full financial implications are presented in Appendix A to this report.

8. Legal implications

- 8.1 There is an outline planning approval for the Market Gate Bridge. A full Planning Application will be submitted following the approval of the design for the bridge.
- 8.2 The Project will require the Council to enter in to a Basic Asset Protection Agreement and a Bridge Agreement with Network Rail. It will be desirable to enter into a formal Partnering Agreement with Network Rail to set out the aims and objectives of the project, timelines, and responsibilities. This will cover the payment obligations and any phasing.
- 8.3 Agreements with statutory undertakers including the Environment Agency may be required. Discussions are ongoing and will be formalised through the planning process.

9 Employee implications

9.1 None arising from this report.

10. Communications implications

10.1 A communication plan is in place for the Glass Works scheme. The project team are committed to undertaking exemplar public consultation on the redevelopment proposals for Barnsley town centre and have prepared a detailed communication and consultation plan with the aim to:

- Increase borough wide awareness of the town centre development plans
- Develop and build positive relationships with Stakeholders
- Ensure that every stakeholder segment has the opportunity to inform the development plans
- Engage with and seek the views of the local community
- Gain credible, constructive input from the local community to shape aspects of the proposals
- Involve the local community to create opportunities to contribute to the regeneration of the town centre
- Inform and shape redevelopment proposals that will create a sustainable future for the town centre.

The communications and consultation plan is a living document which is regularly updated as each stage of the project progresses, it is intended that all communications implications in relation to the Market Gate Bridge will be included within this communications plan.

10.2 Press releases are issued as appropriate and information is provided to the public on the progress via social media and the weekly Glass Works e-newsletter.

10.3 The name 'Market Gate Bridge' has been chosen as reflects the naming of the new car park on the former CEAG site and helps with orientation into the town centre. It also reinforces the area as a gateway into the town centre and reflects the market town heritage of Barnsley.

11. Consultations

11.1 A consultation process has been utilised to help the community and stakeholders shape the Glass Works scheme and to generate an informed debate on the proposals. This has enabled public consultation to take place to consider the views of groups and individuals who use the existing crossing. The consultation work on this scheme started back in 2015 and will continue throughout the development of the project.

11.2 Key communication activities and events:

Website

There is a dedicated webpage for town centre developments with regularly updated information and links to the weekly newsletter. Opportunities for consultation are promoted here.

Newsletter

A weekly electronic 'Glass Works' newsletter is published and the link to it shared with local media and council colleagues. The Newsletter has a circulation of 2000+ readers who are predominantly local residents and businesses. The newsletter provides an update on the progress of the project, the team involved and events and activities taking place in the town centre.

Social media

Regular updates and news items are shared via the council's Facebook and Twitter accounts. Any comments are shared with the development team. The project specific Twitter Page has 2807 followers; it is updated on a regular basis to keep people informed of the latest news about the project.

Targeted events

Regular meetings, presentations and workshops have been held with the consultees and stakeholders. A series of town centre walkabouts have also taken place to give people the opportunity to discuss existing issues in the town centre and to gain a better understanding of the redevelopment proposals and how they integrate into the town. All the feedback from these targeted events is utilised by the project and design teams to inform the development of the project.

- 11.4 Regular updates are shared with the Taxi Trade Liaison Group. The taxi trade are aware of the proposal to close the level crossing and they understand that there are implications for the taxi rank on Midland Street. Consultation will be ongoing with this group to ensure that the views of the taxi trade are considered.
- 11.3 Initial consultations have taken place with the Emergency Services, these will continue as the Market Gate Bridge project develops to ensure that all necessary arrangements for alternative access and routes are in place prior to the closure of the level crossing.

12. The Corporate Plan and the Council's Performance Management Framework

- 12.1 The provision of an equality bridge and the subsequent closure of Jumble Lane crossing is crucial to developing "a vibrant town centre" both in terms of growing footfall and interest in the town centre. The delivery of the Glass Works regeneration project is identified in the 2020 Outcomes Framework.

- 12.2 The creation of a thriving and vibrant economy is achieved through the creation of more and better jobs and good business growth. This is outlined in the Jobs and Business Plan which sets out the development of a vibrant Town Centre and strengthening of the visitor economy as key themes. The Market Gate Bridge supports this ambition by creating an improved gateway into the town centre supporting the Glass Works development.
- 12.3 In our Corporate Plan we describe our high level of ambition and aspiration to do our very best to support Barnsley, its people, communities, partners and business to thrive and achieve. We also state that the residents, communities and customers of Barnsley are our number one priority and that we will create a thriving and vibrant economy where people will be able to achieve their potential. The Market Gate Bridge supports this aspiration by creating a more accessible route into the town centre from the East of Barnsley.
- 12.4 The development of this project links to wider economic growth with the advent of HS2 due to the opportunity to lengthen the platforms in the existing station. Facilitating the closure of the existing level crossing allows for increased capacity at Barnsley station. Barnsley's position on the corridor between Leeds and Sheffield puts it in a unique position in terms of public transport provision for future rail growth and opportunities arising from HS2 and this project will provide key facilitation works for this.

13. Tackling health inequalities

- 13.1 The bridge will help to strengthen the links between the town centre and the walking and cycling routes through the Dearne Valley Park and onto the Trans Pennine Trail.

14. Climate Change & Sustainable Energy Act 2006

- 14.1 The Market Gate Bridge project has aspirations to respond positively to local and national sustainability requirements. Sustainability is embedded throughout the scheme and includes all aspects of sustainability including social and economic sustainability as well as environmental sustainability.

15. Risk management issues

- 15.1 There is a comprehensive risk register for the project which is reviewed and updated on a regular basis in consultation with the Corporate Risk Manager. Risks are reported on at project team meetings and will be escalated to the Town centre Board as required.
- 15.2 The overall risk to the Council in financial terms is considered to be minimal and costs will be managed within the overall project budget for the key elements to be delivered by the Council.
- 15.3 The key risks and mitigations are detailed overleaf:

Risk Detail	Probability and Impact	Mitigation
Timescales are aggressive in terms of the delivery of this project.	Medium / High	Effective project management mechanisms
Reputational risk for none delivery or delivery of a bridge that is not fit for purpose.	Low / High	Effective project management mechanisms supported by a robust consultation and communications approach
Financial insufficient budget to deliver an offer in line with vision aspirations.	Low/ High	Robust cost reviews at the completion of each stage of the project.
Resource inability to secure resource from key stakeholders required to deliver the project	Low / Medium	Clear communications over priority of the project and resource requirements from stakeholders.
Lack of Engagement with external stakeholders including residents, Taxi drivers and local businesses results in resistance to project	Medium / High	Ensure that communication and engagement is a key element of the project delivery approach.
Inability to secure appropriate approvals to progress the project (planning consents and approvals from statutory undertakers).	Medium / High	Early engagement with statutory authorities / design out risk wherever possible

16. Health, safety, and emergency resilience issues

- 16.1 Consultation with the relevant officers / emergency services will be ongoing throughout the design phase of the project.
- 16.2 All health and safety matters in respect to the construction will be addressed as part of the obligations placed upon the main works contractors.

17. Compatibility with the European Convention on Human Rights

- 17.1 No issues arising from this report.

18. Promoting equality, diversity, and social inclusion

- 18.1 The Town Centre Delivery Team are working closely with the Equality and Diversity Team. We understand that anyone with disabilities can face all kinds of challenges using the town centre. The project team will incorporate feedback from consultation sessions with disability groups.
- 18.2 A full Equality Impact Assessment will be undertaken as part of the design phase of the project. The bridge design will have inclusive access which will consist of accessible ramps and possibly lifts as well as stair access. Wheeling channels for cycles will be included.

- 18.3 Engaging with disabled people in our consultative process demonstrates our commitment to and valuing of, the disabled visitor/customer/user. As well as gaining insight into the more universal access issues, involving disabled people will bring more site-specific knowledge to the auditing process.

19. Reduction of crime and disorder

- 19.1 The Council is collaborating with the Police to address anti-social behavior across the town centre. Good, safe design principles will help and assist this work going forward. The crossing closure will mitigate anti-social behavior issues directly associated with the level crossing.

20. Conservation of biodiversity

- 20.1 No issues arising from this report.

21. Glossary

- 21.1 Not used.

22. List of appendices

Appendix A – Financial Appendix

Appendix B – IBI RIBA Stage 2 Concept Design Report

23. Background papers

None

Officer Contact: Jeremy Sykes

Telephone No: 774607

Date: 21/09/17

Report of the Executive Director Core Services and the Executive Director Place

FINANCIAL IMPLICATIONS

Better Barnsley - Market Gate Bridge

i) Capital Expenditure	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	TOTAL
		£	£	
Market Gate Bridge - Design & architect fees	580,000			580,000

To be financed from:

Funding set aside as part of the 2017-2020 Capital Program

580,000	0	0	580,000
580,000			580,000


ii) Revenue Effects	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	<u>TOTAL</u>
	£	£	£	
<u>Expenditure</u>				

Total Expenditure	0	0	0	0
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To be financed from:

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Impact on Medium Term Financial Strategy	2017/18	2018/19	2019/20
	£	£	£
MTFS	0.000	0.344	-0.703
Effect of this report	0	0	0
Revised Medium Term Financial Strategy	0.000	0.344	-0.703

Agreed by: . 13/09/2017.....On behalf of the Service Director and Section 151 Officer - Finance

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Full Project Business Case

Document Information

Version: 4
Last Updated: 07.09.17
Owner: S McHale

Document History

Version	Details	Date	Reviewed By
01	1 st Draft	March 2017	Jeremy Sykes
02	Incorporated comments from Network rail and JS	April 2017	David Strafford
03	Amend funding	25.08.17	David Shepherd
04	Incorporate DS comments on Project managment	07.09.17	Jeremy Sykes

Document Approval

Version	Date	Name	Role
01	29.03.17	Jeremy Sykes	Service Director
02	17.04.17	Jeremy Sykes	Service Director
03	25.08.17	David Shepherd	Service Director
04	07.09.17	Jeremy Sykes	Service Director

Project Name:	Market Gate Bridge
Lead Contact/Project Manager:	Sarah McHale
Directorate:	Core Services Directorate - Assets
Contact Details:	sarahmchale@barnsley.gov.uk 01226 772104 / 07790326539
Senior Responsible Officer:	Jeremy Sykes

1. PROJECT OVERVIEW

Description

In conjunction with Network Rail Barnsley Council see the provision of an iconic bridge to replace the current level crossing on Kendray Street as beneficial to the redevelopment of the town centre. The bridge is seen as a landmark feature of the Glass Works scheme providing a gateway from the existing public transport and parking provisions to the new retail and leisure quarter. The project is supported by Network Rail and will be part funded by them. Network Rail have and continue to support our objectives.

The bridge will link the existing public transport and parking provisions to the new retail and leisure quarter. It will provide a safe accessible route over the railway line for pedestrians and cyclists which will enable the permanent closure of the existing Jumble Lane crossing.

A new access route for the servicing of the Glass Works and the Markets will be created off Lambra road. This removes the requirement for vehicles to cross Jumble Lane. A Traffic Regulation Order has been approved in principle which will enable the highway over the crossing to be closed.

The new bridge connection is important in the long term plans for expansion of capacity on the Sheffield to Leeds railway line. Facilitating the closure of the existing level crossing allows for increased capacity at Barnsley station. Barnsley's position on the corridor between Leeds and Sheffield puts it in a unique position in terms of public transport provision for future rail growth and opportunities arising from HS2 and this scheme will be key facilitation works for this.

The project must be delivered by March 2019 to meet the requirements of Network Rail, this fits within the delivery programme for the Glass Works.

Scope

This project will follow the RIBA plan of work to deliver an alternative means of access for pedestrians, cyclists, and other non-vehicular users of the town centre over Jumble Lane. The project will create an iconic Gateway into the Glassworks scheme.

The plan of work is as follows:

Appointment of Design Team
RIBA Stage 1 – Preparation & Brief
RIBA Stage 2 – Concept Design
RIBA Stage 3 – Developed Design
Planning Application Submission
RIBA Stage 4 – Technical Design
RIBA Stage 5 – Construction
Bridge Open & Crossing Closure

Context & Rationale

In 2013 Network Rail approached BMBC to discuss the possibility of closing the existing Jumble Lane crossing. Network Rail highlighted the level of risk associated with the crossing in the Network Rail risk model, Jumble Lane is currently ranked 27th most dangerous out of 2312 level crossings on the London North Eastern & East Midlands Route, classing this crossing as high risk.

Level crossings represent the single biggest risk to Network Rail, with circa 50% of total risk being attributed to them. This crossing has seen a number of incidents over the past few years, predominately red-light runners and pedestrians jumping the barriers.

From April 2019 all route signalling for this route will be centralised to York, removing the need for manned level crossings. This would require a significant upgrade of the existing barrier equipment which has prompted Network Rail to offer considerable funding to facilitate the closure of the crossing and therefore completely mitigate the risk of an accident.

BMBC commenced work on the town centre redevelopment project in January 2014. A bridge had been a common feature of the previous town centre redevelopment schemes and was included as an option as part of the brief to the project architects. This has enabled public consultation to take place to consider the views of groups and individuals who use the existing crossing.

The support for the closure of Jumble Lane is considerable as many people find the

regular closing of the safety barriers is an inconvenience, in particular the vulnerable groups that we have worked with find the crossing a difficult and in some cases a frightening space.

Whilst doing walkabouts in the town centre the deaf forum members explained that they don't hear the sirens on the crossing and therefore they can be unaware of the barriers coming down. Also the physically disabled have explained how difficult they find the unevenness of the crossing due to the rails causing issues with their mobility vehicles or concerns about tripping or falling in the vicinity of the crossing.

The commercial aspects of the Glass Works Scheme have also been considered. A bridge which forms a new gateway into the town will positively impact on the Glass Works by creating an uninterrupted accessible route from Market Gate and the east of the town into the heart of the new scheme.

The project is considered to be a key priority for Network Rail which is reflected in the financial support that they have offered to the project and their ongoing co-operation for the redevelopment of the town centre as a whole.

The option to close Jumble Lane and build the Market Gate bridge is the preferred option for the following reasons:

- The bridge in conjunction with the TRO retains the highway status of the crossing, whilst enabling a restriction on foot and vehicular traffic which supports the Health & Safety objectives of Network Rail, minimising the risk associated with level crossings.
- It supports the objectives of the Corporate Plan and 2020 Outcomes Framework for regeneration of the Town Centre and creation of a thriving economy.
- The proposal represents the best opportunity to create a safe link from the east of Barnsley into the Glassworks scheme.
- The proposal presents a viable economic opportunity to utilise time limited match funding from Network Rail to create an improved gateway into the town centre.
- In addition to the agreed capital contribution to be made by Network Rail in progressing a bridge crossing at this time, working in partnership with them will provide the further benefit of a free easement to cross over the line. Ordinarily such consents are assessed on a commercial basis with the easement consideration reflecting the commercial value of the crossing.

Alternative Approaches

An alternative approach would be for the crossing to remain open. This is not recommended as it would have a detrimental effect on the current redevelopment plans

for Barnsley town centre. In addition it would not address the safety concerns of Network Rail with Jumble Lane being classed as a 'high risk' level crossing.

Network Rail could seek a formal closure of the highway crossing pursuant to section 116 of the Highways Act 1980 . Section 117 enables anyone to request a Highway Authority to seek a closure on their behalf subject to them providing a full cost indemnity. However, it is unlikely in isolation that Network Rail could satisfy the conditions to be met for closure, and a bridge of some sort would still be needed, which would require them to procure rights from adjoining landowners. Further, in extinguishing the highway status of the crossing, very considerable costs would be incurred by Network Rail in relocating existing utility services which would be required for the withdrawal of utility company objections to a closure.

Links to Corporate Priorities

The provision of an equality bridge and the subsequent closure of Jumble Lane crossing is crucial to developing "a vibrant town centre" both in terms of growing footfall and interest in the town centre. The delivery of the Better Barnsley regeneration project is identified in the 2020 Outcomes Framework.

The creation of a thriving and vibrant economy is achieved through the creation of more and better jobs and good business growth. This is outlined in the Jobs and Business Plan which sets out the development of a vibrant Town Centre and strengthening of the visitor economy as key themes.

In our Corporate Plan we describe our high level of ambition and aspiration to do our very best to support Barnsley, its people, communities, partners and business to thrive and achieve. We also state that the residents, communities and customers of Barnsley are our number one priority and that we will create a thriving and vibrant economy where people will be able to achieve their potential.

The development of this project links to wider economic growth with the advent of HS2 due to the opportunity to lengthen the platforms in the existing station.

2. OBJECTIVES

What is the objective of this project? Remember to ensure these are SMART (specific, measurable, agreed upon, realistic and time-based.)

Benefit	Measurement
Extinguish the Jumble lane level crossing.	Road Closure
Deliver an alternative means of access for pedestrians, cyclists and other non-vehicular users of Jumble Lane Crossing.	Bridge Open
Create an improved gateway and access into the redeveloped town	BURDAP approval

centre.	
Ensure that the needs of all potential users are considered in the design.	EIA completed
Enhance the route between the town centre and the Metrodome, Trans Pennine Trail and Oakwell for pedestrians and cyclists.	Bridge open
Establish the bridge as a public right of way to ensure it remains open 24/7 in perpetuity.	Adoption onto PROW register
Creating the capacity to extend the platforms at Barnsley station.	Crossing closure
Creating the capacity to receive HS2 decoupled trains in Barnsley.	Crossing closure

3. BENEFITS

List the anticipated benefits as a result of achieving the objective (financial and non-financial) and how these will be measured

Benefit	Measurement	Timescale
Improving access into town centre from the East of Barnsley	Bridge in place	March 2019
Mitigating the risk of an accident on the level crossing	Closure of level crossing	March 2019
Being accessible to all	Bridge to meet EIA requirements	March 2019
Creating a new architectural feature in the town	BURDAP approval	March 2019
Stimulating the economic regeneration of the town and borough	Increase in footfall and expenditure	March 2019
Providing opportunities for the expansion of Barnsley station	Opportunities available to link with HS2 plans	March 2019 onwards
Creating a safer, more accessible heart to the town centre that will attract families	Increase in footfall	March 2019
Helping reduce Anti-Social Behaviour	Decrease in reported ASB incidents	March 2019

4. DEPENDENCIES

Provide details of any identified dependencies

Internal	Dependency Detail	Key Dates
The Glass Works	Co-ordination of project delivery to ensure both schemes can be delivered concurrently.	April 2016 – March 2019

External	Dependency Detail	Key Dates
Network Rail	The crossing must be closed by 31.03.19 to receive the £2m funding from Network Rail.	March 2019
Network Rail	The bridge design must comply with all Network rails operational requirements.	April 2017 ongoing

5. COSTS & FUNDING

Details of any funding available (e.g. voluntary sector, private sector, SCR) and provide details of any constraints or timescales on funding stream

2016/17	2017/18	2018/19	2019/20	2020/21
£	£	£1m	£1m	£
<p>Network Rail has agreed to provide £2m of funding towards the project.</p> <p>A Cabinet report to approve the signing of the funding agreement with Network rail is in place.</p>				

Details of any funding required and where this will need to be sourced from

2016/17	2017/18	2018/19	2019/20	2020/21
£	£0.6m	£1.2m	£0.2M	£
<p>The remaining BMBC capital costs have been earmarked as part of the future capital allocations.</p>				

6. IMPACT ASSESSMENT

What is the impact of implementing the project? Equality & Inclusion Business Partners can provide advice and guidance in this area with regards to completing initial Community Impact Assessment (CIA) and full Equality Impact Assessment (EIA) if required.

	Significant Impact? (✓)	Next Steps (✓)
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Impact Assessment Undertaken	<input type="checkbox"/> Initial CIA	<input checked="" type="checkbox"/> Full EIA
Details of Impact		The implementation of this project will require both a full community and equality impact assessment.
Next Steps		To undertake risk assesment

7. RESOURCES

Details of resources required, such as office space, IT equipment, specific skills etc.

Resource	Details	Cost	Date Required
Project Management Resource	A project management resource will be required to coordinate the delivery of this scheme. It is envisaged that the resource will contained within existing budgets.	£0 to be contained within Assets budget	March 17 for project duration
Network Rail	Resource to be made available from Network Rail to be part of the core project delivery team	N/A	March 17 for project duration
Assets	SD Assets to be responsible for leading project team meetings and ensuring overall delivery against plan.	N/A	March 17 for project duration
Finance	Financial advice and guidance	N/A	As required
Legal	Legal advice and guidance	N/A	As required
Communications	Communications support	N/A	As required

8. PROJECT SCHEDULE

What are the key project milestones for the on-going development and implementation of the project?

Milestone	Start Date	Completion Date
Appointment of Design Team	February 2017	April 2017
RIBA Stage 1 – Preparation & Brief		May 2017
RIBA Stage 2 – Concept Design		

RIBA Stage 3 – Developed Design		
Planning Application Submission		
RIBA Stage 4 – Technical Design		
RIBA Stage 5 – Construction		
Bridge Open & Crossing Closure		March 2019

9. ROLES & RESPONSIBILITIES

Provide details of the project team and their roles and responsibilities linked to this project. Indicate the status of each role i.e. is this role part time, full time, temporary current post

Role	Responsibilities	Name	Status
Project Sponsor BMBC	Owner for the project for BMBC	Jeremy Sykes SD Assets	Current Post
Project Sponsor Network Rail	Owner for the project for Network rail	Stephen Hind Route Enhancement Manager	External
Project Manager BMBC	Updating project plan Overall management of project	Sarah McHale TC Major Projects	Current post
Highways Technical	Providing technical support on Highway implications, Statutory undertaker liaison and liaison across all Highway departments	Neil Lodge Senior Highway Engineer	Current Post
Project Surveyor	Supporting project manager	David Strafford	Consultant
Quantity Surveyor	Cost management / contract management	Andrew Darlington	NPS
Project Architect	Design / planning	Seamus Lennon	IBI Consultant
Civil Engineers	Structural design	T.B.C	Consultant

10. PROJECT GOVERNANCE

Provide details around governance, sign off and reporting arrangements

Standalone project or part of a wider programme?	<i>Standalone with links to the Glass Works project</i>
Governance Arrangements	<i>Market Gate Bridge Board – Board Composition:</i> <i>Permanent Members of the Board</i> <ul style="list-style-type: none"> • Stephen Hind • Jeremy Sykes • Paul Castle • Steve Loach • Joe Jenkinson

	<p><i>Non-Permanent Members are project managers/ project leads for town centre projects</i></p> <ul style="list-style-type: none"> • <i>Glass Works P1 – Sarah McHale</i> • <i>Highways technical – Neil Lodge</i> • <i>Phase 2/DMO – Andrew Osborn</i> • <i>Paul Brannan – ASB</i> • <i>Corporate Communications</i> <p><i>One off invitation for other key stakeholders</i></p> <p><i>The Market Gate Bridge board will report into the Town Centre Board chaired by Matt Gladstone.</i></p>
Meeting Arrangements	<i>Every 6 weeks</i>
Reporting	<i>Update reports from BMBC & Network Rail</i>
Signoff Processes	<i>Board sign off is required at the end of each RIBA stage.</i>

11. RISKS

What are the anticipated risks of undertaking this project and how could these be mitigated?

Risk Detail	Probability and Impact	Mitigation
Timescales are aggressive in terms of the delivery of this project.	Medium / High	Effective project management mechanisms
Reputational risk for none delivery or delivery of a bridge that is not fit for purpose.	Low / High	Effective project management mechanisms supported by a robust consultation and communications approach
Financial insufficient budget to deliver an offer in line with vision aspirations.	Low/ High	Robust cost reviews at the completion of each stage of the project.
Resource inability to secure resource from key stakeholders required to deliver the project	Low / Medium	Clear communications over priority of the project and resource requirements from stakeholders.
Lack of Engagement with external stakeholders including residents, Taxi drivers and local businesses	Medium / High	Ensure that communication and engagement is a key element of the project delivery

results in resistance to project		approach.
Inability to secure appropriate approvals to progress the project (planning consents and approvals from statutory undertakers).	Medium / High	Early engagement with statutory authorities / design out risk wherever possible

What are the anticipated risk of NOT undertaking this project and how could these be mitigated?

Risk Detail	Probability and Impact	Mitigation
Potentially fatal / life altering accident at Jumble Lane level crossing	High / High	Delivery of this project

12. ISSUES

What are the anticipated issues linked with undertaking this project and how could these be controlled?

Issue Detail	Probability and Impact	Control
Available through live project issue log		

13. STAKEHOLDERS

Who are the key stakeholders and how will they be consulted with?

Stakeholder	Internal or External	Type of Consultation / engagement
Network Rail	Co-funder and delivery partner	Project lifespan
Assets	Lead delivery team for the project <ul style="list-style-type: none"> Programme Management Delivery budget in terms of fit. Leases / agreements with Network Rail General Asset Management 	Project lifespan
Finance	To provide financial assurance over the delivery of the project	Project lifespan
Economic Development	Integral part of the project delivery team with specific emphasis on: <ul style="list-style-type: none"> Glassworks Programme Management 	Project lifespan

	<ul style="list-style-type: none"> Co-ordination of works on site 	
Highways	Integral part of the project delivery team with specific emphasis on: <ul style="list-style-type: none"> TRO's PROW Amendments to route signage Links to TPT / Cycle Networks 	
Legal	Provision of legal advice relating to all aspects of the project	Project lifespan
NPS Procurement	Advice in relation to any procurement activity required through the delivery of the project.	As required
Public Health	Integral part of the project delivery team providing linkages and ensuring contribution to the attainment of our community health ambitions.	As required
Communications	To positively promote and communicate all aspects of the project.	As required

14. COMMUNICATION & ENGAGEMENT

When will communication take place, how, why and with whom?

Communication Method	Date	Stakeholder	Purpose	Who
<p>A full communications strategy will be developed within the context of the wider Glass Works project delivery. Formal consultation will be undertaken as part of the planning process.</p> <p>There is a Communications and Marketing Board for Better Barnsley / The Glass Works. The purpose of that board is to ensure that all town centre communications are coordinated and handled effectively. It is anticipated that all communications and marketing activity relating to the Market Gate bridge will be managed via this board with input from Network Rail as required.</p> <p>Counter Context have been appointed, on the back of the QRE tender, to work alongside the Council to produce a town centre communications framework to help guide and shape all activity over the next 2-3 years. This framework will be led by a dedicated Communications Business Partner post who will reside within Economic Development.</p>				

In addition to this, the Communications team has been working with the Town Centre & Markets Services staff to engage people with the project from the earliest stages. Preliminary plans and drawings have been displayed in the Better Barnsley shop.

15. APPROVAL

Approval	Approved / Not Approved		
Assigned Project Board			
Comments			
Communication	Outcome Reported to Project Manager	Yes / No	Date:

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This matter is not a Key Decision within the Council's definition and has not been included in the relevant Forward Plan

Barnsley Metropolitan Borough Council

**Report of the Executive
Director Core Services**

Business Rates - Local Discretionary Relief Scheme - Revaluation Support
2017 /18 – 2020/21

1. Purpose of Report

- 1.1 The purpose of this report is to seek approval to implement a Local Discretionary Business Rate Relief Scheme.
- 1.2 At the Budget on 8 March 2017, the Chancellor announced that the Government would make available a discretionary fund of £300 million over a four year period from 2017/2018 to support those businesses that face the steepest increases in their business rates bill as a result of the 2017 revaluation.
- 1.3 Each billing authority in England will be provided with a share of £300 million to support their local businesses. This will be administered through the Council's discretionary powers under section 47 of the Local Government Finance Act 1988.
- 1.4 Central Government recognise that Local Government is best placed to determine how this fund should be targeted and administered to support those businesses within their area that are in the greatest need.
- 1.5 This report sets out the proposals for Barnsley's scheme.

2 Recommendations

- 2.1 It is recommended that approval is given to the proposed scheme, detailed at section 4.4 below.

3 Introduction and Background

- 3.1 The Government has already provided support to ratepayers through the transitional arrangements that it put in place following the revaluation; as well as measures announced in the Budget to ratepayers who are losing some of or all of their small business rate relief and additionally pubs (with a Rateable Value of up to £100,000) who will also qualify for a £1,000 discount.
- 3.2 The £300m fund has been allocated across England and Barnsley's share is set out below;

	17/18	18/19	19/20	20/21
National Share	£175m	£85m	£35m	£5m
Barnsley's Share	£276,000	£134,000	£55,000	£8,000

- 3.3 The Government has assumed that authorities will provide support only to those ratepayers who are facing an increase in their bills following revaluation.
- 3.4 Funds have been allocated to individual Authorities by working out the total increase in Rateable Value (excluding the impact of transitional relief and other reliefs), for every rateable property in the billing authority's area that satisfies both the following:
- The property has a Rateable Value for 2017/2018 that is less than £200,000;
 - The increase in the Rateable Value is more than 12.5% (before reliefs).
- 3.5 In total this equated to a £2,348m increase in Rateable Value across this cohort. In relative terms (to other authorities) this equates to a £473k share of the £300m total pot for the Council.
- 3.6 The 2017 revaluation has resulted in the business rate bills of many properties remaining the same or decreasing. Overall there has been a reduction of 2.5% in Rateable Values in Barnsley compared to an average increase of 9.1% in England.
- 3.7 Only around 15% of the 6,795 businesses in Barnsley had an actual increase in their rates bill.
- 3.8 Any reliefs awarded under section 47 of the Local Government Finance Act 1988 are subject to State Aid. State Aid law is the means by which the European Union regulates state funded support to businesses. Providing discretionary relief to ratepayers is likely to amount to State Aid, however the scheme will be State Aid compliant and provided in accordance with the De Minimis Regulations (1407/2013)².
- 3.9 The De Minimis Regulations allow an undertaking to receive up to €200,000 of De Minimis aid in a three year period (consisting of the current financial year and the two previous financial years). To administer De Minimis Regulations it is necessary for the council to establish that the award will not result in the undertaking having received more than €200,000 of De Minimis aid.
- 3.10 Local Discretionary relief will not be awarded in any circumstance where it appears to the Council that an award of discretionary relief will result in the applicant receiving state aid above the permitted limit. It is the responsibility of the individual business to ensure that they are not in breach of state aid law.

4 Proposal and Justification

- 4.1 Following consultation and agreement at Cabinet the scheme will be included and published within the Council's Discretionary Rate Relief Policy.

- 4.2 The Local Discretionary Business Rates Relief Scheme – Revaluation Support will apply from the 1st April 2017 to 31st March 2021.
- 4.3 The Government have confirmed the allocations, as outlined above and the intention is to implement the scheme for the following years using the methodology outlined in this report, with a reduction in the percentage of relief granted, in line with the Government allocation. However, the Council reserve the right to amend the scheme should new information emerge that would warrant this.
- 4.4 The Scheme is detailed below;
- 4.4.1 The ratepayer must have had an increase in Rateable Value of greater than 12.50% between 2016/2017 and 2017/2018 and the Rateable Value as at 01.04.2017 is less than £200,000;
- 4.4.2 Ratepayers who have seen an increase in Rateable Value of more than 12.50% but after applying eligibility to other reliefs the net bill has reduced (year on year) will not be eligible for the Local Discretionary Business Rate Relief;
- 4.4.3 In addition, relief will not be awarded to any ratepayers that receive any of the following reliefs;
- Mandatory/discretionary rate relief for charities
 - Mandatory/discretionary rate relief in rural settlements
 - Discretionary rate relief - 'Not for profit' bodies
 - Discretionary rate relief – Enterprise Zones
 - Discretionary rate relief – reoccupation relief
 - Discretionary rate relief - Hardship
- 4.4.4 The property must have been occupied by the same ratepayer on 31.03.2017 and 01.04.2017;
- 4.4.5 For rate payers that had a part year bill in 2016/2017, net rates payable will be calculated on the assumption that the daily charge on 31.03.2017 applies for the full financial year;
- 4.4.6 An application must be made on the appropriate electronic application form to ensure that any award made will not exceed the businesses 'De Minimis' threshold for State Aid;
- 4.4.7 The Council will identify all eligible ratepayers and will invite them to make an application for relief;
- 4.4.8 The website will be updated with details of the Local Discretionary Relief Policy so that any new ratepayers that have yet to be identified as qualifying may make an application;

- 4.4.9 Qualifying ratepayers will receive relief of 35% of the increase in the net rates and capped at £5,000 for the 2017/2018 charge. Awards will be granted for the period 01.04.2017 to 31.03.2018. The relief has increased from 30%, which was used in the consultation, to 35% because subsequent to the consultation, indications from the Government now suggest that any unused allocations in 2017/18 will not be allowed to carry forward.
- 4.4.10 The Government have confirmed the allocations for the following 3 years beyond 2017/18. The intention is to implement the scheme for the following years using the methodology outlined above, with a reduction in the percentage of relief granted (and a reduction in the capped amount) to reflect the Government allocations as outlined at paragraph 3.2. The Council reserve the right to amend the scheme should new information emerge that would warrant this.
- 4.4.11 Awards will end upon change of occupation or vacation and will be recalculated for the appropriate number of days.
- 4.4.12 Assessment of entitlement to the relief will be made by Benefits, Taxation and Income officers.
- 4.4.13 Ratepayers will be notified in writing of decisions made within 7 days of receipt of the application and an amended bill will be issued as soon as practicable after a decision has been made.
- 4.4.14 There is no formal appeal process as this is a discretionary scheme. In line with the Council's Discretionary Relief Policy 2017 the Council will reconsider its decision if a request is made using the Council's online dispute form which should contain a full explanation of why the ratepayer does not agree with the decision. A discretionary panel comprised of the Head of Service for Benefits, Taxation and Income and the Service Director for Finance S151 Officer, will look at the request and either confirm or revise the decision.

5 Consideration of Alternative Approaches

- 5.1 Consideration was given to any specific area of the Borough that had been affected and also to the types of businesses that have experienced the largest increases, however a review of the data indicates that no one area or one type of business category has been disproportionately affected.
- 5.2 Consideration was also given to awarding each Ratepayer an equal share of the funding. This would equate to approximately £450.00 each. Although this approach would be easy to administer, the Council did not feel that those businesses with the larger increases would find this meaningful or beneficial and in addition 341 ratepayers incurred an increase less than the equal share of £450.00.

- 5.3 The Council do not consider that the alternative approaches would support the Governments or our local intentions to help those most detrimentally impacted.

6 Implications for local people / service users

- 6.1 The business community should find the new policy easy to understand. The businesses that are entitled will be invited to make an application.
- 6.2 The scheme does not discriminate against any type of specific business.

7 Employee implications

- 7.1 None

8 Financial Implications

- 8.1 The scheme is grant funded up to the amounts included at point 3.2 above. The Council may award additional monies in respect of the scheme however this would have to be fully met by the Council. It is fully expected that the scheme will not exceed the grant allocation.

9 Communications Implications

- 9.1 The Council has identified businesses that may qualify for the scheme and approached them to complete the necessary online application forms.
- 9.2 Once ratified, the scheme will be incorporated into the existing Discretionary Rate Relief Scheme.

10 Consultation

- 10.1 The scheme was put out for consultation on 17 July 2017 for the four week period from 17 July 2017 to 13 August 2017.
- 10.2 A total of 5120 businesses were invited to take part in the consultation. The consultation paper can be seen at Appendix 1.
- 10.3 One response was received.

11 The Corporate Plan and the Council's Performance Management Framework

- 11.1 The business unit is responsible for the billing and timely collection of non-domestic rates. The new policy is in line with the corporate objective of encouraging business growth and provides the right support for those businesses that need financial assistance.

12 Promoting equality, diversity, and social inclusion

12.1 No impact on equality and diversity and social inclusion.

13 Tackling the Impact of Poverty

13.1 Tackling health inequalities

14 Reduction of crime and disorder

14.1 This proposal has no direct impact on the reduction of crime & disorder.

15 Risk management issues

15.1 No risk management issues.

16 Health, safety, and emergency resilience issues

16.1 No health, safety and emergency resilience issues

17 Compatibility with the European Convention on Human Rights

17.1 No direct implications

18 Conservation of biodiversity

18.1 No direct implications

19 List of appendices

19.1 Appendix 1 – Business Rates Relief – Revaluation Support Consultation Document.

19.2 Appendix 2 – Examples of Business Rate Relief at revised allowance of 35%

Officer Contact Lisa Smith, Head of Benefits, Taxation & Income 774715

Business Rates Relief – Revaluation Support Consultation Document

Context

Business Rates, also known as National Non-Domestic Rates (NNDR), are a tax on organisations and companies that are using a building or office space for business purposes.

From 1 April 2017 all commercial buildings and offices have been given a new Rateable Value, which is used to calculate the amount of business rates a business has to pay. This process is known as revaluation and is controlled by the Government.

The revaluation brought about a national increase in business rates of 9.1%. The story in Barnsley was very different, only around 17% of properties had an increase and across the Borough there was an overall decrease of 2.5% in Rateable Value.

In the spring budget 2017, the Government announced that it would make available a discretionary fund of £300 million over a four year period from 2017/2018, to support those businesses that face the steepest increases in their business rates bill as a result of the 2017 revaluation.

Each billing authority in England will be provided with a share of £300 million to support their local businesses and are expected to use their share of funding to develop their own discretionary relief scheme to deliver targeted support to the most hard-pressed ratepayers.

This will be administered through the Council's discretionary powers under section 47 of the Local Government Finance Act 1988.

The Governments allocation of funds for Barnsley is set out below:-

	17/18	18/19	19/20	20/21
National share	£175m	£85m	£35m	£5m
Barnsley's share	£276,000	£134,000	£55,000	£8,000

When calculating each billing authorities share, the Government has assumed that support will only be provided to businesses that have seen an increase in rateable value after the revaluation. Furthermore, that the Rateable Value of those properties is less than £200,000 and the increase in Rateable Value year on year is greater than 12.50%.

The Proposed Scheme

The proposed scheme for Barnsley business rate payers is set out below:

1. The ratepayer must have had an increase in Rateable Value of greater than 12.50% between 2016/2017 and 2017/2018, and the Rateable Value as at 01.04.2017 is less than £200,000;

2. Ratepayers who have seen an increase in Rateable Value of more than 12.50% but after applying eligibility to other reliefs the net bill has reduced (year on year) not be eligible for the Local Discretionary Business Rate Relief;
3. In addition, relief will not be awarded to any ratepayers that receive any of the following reliefs;
 - Mandatory/discretionary rate relief for charities
 - Mandatory/discretionary rate relief in rural settlements
 - Discretionary rate relief - 'Not for Profit' bodies
 - Discretionary rate relief – Enterprise Zones
 - Discretionary rate relief – Reoccupation relief
 - Discretionary rate relief – Hardship
4. The property must have been occupied by the same ratepayer on 31.03.2017 and 01.04.2017;
5. For rate payers that had a part year bill in 2016/2017, net rates payable will be calculated on the assumption that the daily charge that applied on 31.03.2017 applies for the full financial year;
6. An application must be made on the appropriate electronic application form to ensure that any award made will not exceed the businesses 'De Minimis' threshold for State Aid;
7. The Council will identify all eligible ratepayers and will invite them to make an application for relief;
8. The website will be updated with details of the Business Rates Relief Revaluation Support Scheme (including the Discretionary Rate Relief Policy) so that any new ratepayers that have yet to be identified as qualifying may make an application;
9. Qualifying ratepayers will receive relief of 30% of the increase in their net rates bill and capped at £5,000 for 2017/2018 charge. Awards will be granted for the period 01.04.2017 to 31.03.2018. Appendix 1 shows a number of examples of how this will work;
10. The Government have confirmed the allocations, as outlined above and the intention is to implement the scheme for the following 4 years using the methodology outlined in this report, with a reduction in the percentage of relief granted, to reflect the Government allocation. However, we reserve the right to amend the scheme should new information emerge that would warrant this.
11. Any awards made will end upon change of occupation or vacation and will be recalculated for the appropriate number of days.
12. Assessment of entitlement to the relief will be made by Benefits, Taxation and Income officers.

13. Ratepayers will be notified in writing of decisions made within 7 days of receipt of the application and an amended bill will be issued as soon as practicable after a decision has been made.
14. There is no formal appeal process as this is a discretionary scheme. In line with the Council's Discretionary Relief Policy 2017 the Council will reconsider its decision if a request is made using the Council's online dispute form which should contain a full explanation of why the ratepayer does not agree with the decision. A discretionary panel comprised of the Head of Service for Benefits, Taxation and Income and the Service Director for Finance S151 Officer, will look at the request and either confirm or revise the decision.

Appendix 1

Examples of Business Rate Relief – Revaluation Support, Awards**Example 1 – Award and Vacated Premises**

Annual charge

Rateable Value 2016/2017	£ 9,900.00
Rateable Value 2017/2018	£22,750.00

Increase 129.80%

Net Bill 2016/2017	
£9,900.00 x 0.484 =	£ 4,791.60

Net Bill 2017/2018	
£22,750.00 x 0.466 =	£10,601.50
Less Transitional Relief	<u>£ 5,103.14</u>
	£ 5,498.36

£5,498.36 - £4,791.60=	<u>£ 706.76</u> increase
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30% of £706.76 = £212.03

Total Award £212.03

This ratepayer will vacate the premises on 1 October 2017 and is no longer liable for business rates from this date.

The relief needs to be apportioned for the number of days occupied.

01.04.2017 to 30.09.2017 = 182 days

£212.03/ 365 days x 182 days = £105.72

Total adjusted award £105.72

Example 2 – Not eligible

Rateable Value 2016/2017	£7,800.00
Rateable Value 2017/2018	£9,500.00

Increase 21.79%

Net Bill 2016/2017	
£7,800.00 x 0.484 =	£3775.20
Less Small Business Rate Relief -	<u>£2642.53</u>
	£1132.67

Net Bill 2017/2018	
£9,500.00 x 0.466=	£4427.00
Less Transitional Relief	£ 383.76
Less Small Business Rate Relief	<u>£4043.24</u>
	£ 0.00

Not eligible

Example 3 – Capped awarded

Rateable Value 2016/2017	£138,000.00
Rateable Value 2017/2018	£192,000.00

Increase 39.13%

Net Bill 2016/2017	
£138,000.00 x 0.497 =	£68,586.00

Net Bill 2017/2018	
£192,000.00 x 0.479 =	<u>£91,968.00</u>

Total increase	£ 23,382
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30% of £23,382 = £7014.60

Total Award £5,000.00 (capped)

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Examples of Business Rate Relief – Revaluation Support, Awards

Example 1 – Award and Vacated Premises

Annual charge

Rateable Value 2016/2017 £ 9,900.00

Rateable Value 2017/2018 £22,750.00

Increase 129.80%

Net Bill 2016/2017

£9,900.00 x 0.484 = £ 4,791.60

Net Bill 2017/2018

£22,750.00 x 0.466 = £10,601.50

Less Transitional Relief £ 5,103.14

£ 5,498.36

£5,498.36 - £4,791.60= £ 706.76 increase

35% of £706.76 = £247.37

Total Award £247.37

This ratepayer will vacate the premises on 1 October 2017 and is no longer liable for business rates from this date.

The relief needs to be apportioned for the number of days occupied.

01.04.2017 to 30.09.2017 = 182 days

£247.37/ 365 days x 182 days = £123.35

Total adjusted award £123.35

Example 2 – Not eligible

Rateable Value 2016/2017	£7,800.00
Rateable Value 2017/2018	£9,500.00

Increase 21.79%

Net Bill 2016/2017	
£7,800.00 x 0.484 =	£3775.20
Less Small Business Rate Relief -	<u>£2642.53</u>
	£1132.67

Net Bill 2017/2018	
£9,500.00 x 0.466=	£4427.00
Less Transitional Relief	£ 383.76
Less Small Business Rate Relief	<u>£4043.24</u>
	£ 0.00

Not eligible

Example 3 – Capped awarded

Rateable Value 2016/2017	£138,000.00
Rateable Value 2017/2018	£192,000.00

Increase 39.13%

Net Bill 2016/2017	
£138,000.00 x 0.497 =	£68,586.00

Net Bill 2017/2018	
£192,000.00 x 0.479 =	<u>£91,968.00</u>

Total increase	£ 23,382
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30% of £23,382 = £8183.70

Total Award £5,000.00 (capped)

BARNSELEY METROPOLITAN BOROUGH COUNCIL

This matter is a Key Decision within the Council's definition and has been included in the relevant Forward Plan.

Report of the Executive Director of Place

2017/18 HIGHWAYS CAPITAL PROGRAMME

1. Purpose of report

- 1.1 To obtain approval for a £12.3M, 2017/18 Highways Capital Programme that critically underpins our economic growth aspirations through:
- Applying, where possible, the principle "prevention is better than cure" in determining the balance between structural, preventative and reactive maintenance activities, to improve the resilience of the highway;
 - The continued development of improvements to the existing highway network to resolve delay issues for public transport; new cycling routes; and measures to improve road safety, air quality and to encourage sustainable travel;
 - Investment in repairing and resurfacing over 25km of carriageway and 18km footway on our road network;
 - Transferring ownership of delivering the remaining projects on the Town Centre Plan to the Town Centre Board.
- 1.2 To obtain delegated authority to vary the programme, in conjunction with the Cabinet Spokesperson – Place

2. Recommendations

- 2.1 That the 2017/18 Highways Capital Programme as set out in Appendices 1, 2 and 3 be approved, and that the Service Director, Environment and Transport be authorised to implement these schemes;
- 2.2 That the Service Director Environment and Transport be authorised, in conjunction with the Cabinet Spokesperson for Place, to vary the programmes within the overall budget;
- 2.3 The Service Director Environment and Transport be authorised to:
- obtain tenders for any works as necessary, and appoint the successful tenderer on the basis of the most economically advantageous tender;
 - to adopt the HMEP principle of collaboration and utilise collaborative procurement to engage external consultants to

undertake work which cannot be undertaken in-house or secure the services of contractors or consultants via Regional Alliances where available;

- **appoint other external consultants and contractors as appropriate, within the current procurement rules.**

2.4 That, in the event that the Planned Maintenance budget and Integrated Transport budget for 2017/18 is not fully expended, the value of any committed works be rolled forward in addition to next year's planned allocations;

2.5 That the Town Centre Projects Plan of public realm improvements (approved in 2015/16) be absorbed into the responsibilities of the Town Centre Board;

2.6 That members note the proposed change in approach to the cyclic maintenance of road gullies;

2.7 That members note the potential highlighted risks associated with the future funding for delivering the highways function.

3. Introduction

3.1 Recent clarifications require a report to seek approval:

- of the Integrated Transport Programme 2017/8 - see Appendix 1;
- of the Maintenance Programme 2017/18 – see Appendices 2 and 3;
- for the Service Director Environment and Transport, in conjunction with the Cabinet Spokesperson Place, to vary the programme as necessary, within the overall financial approval;
- to implement an approach of engaging external resource suppliers, where necessary, to support the in-house provision to achieve economic and practical benefits, e.g. through the use of the Midlands Highway Alliance for Transport Modelling, or via collaboration established with adjacent authorities to deliver services, e.g. roadmarkings;
- for the Town Centre Projects Plan, which sought to improve the public realm of the town centre, to be incorporated into the responsibilities of the Town Centre Board;
- to note the risks associated with future funding for delivering the highways function.

3.2 The report also provides information for Members to note about details of transport-related funding sources and schemes proposed for the implementation of network and sustainable travel interventions.

Capital Resources

- 3.3 For 2017/18, the capital allocations of £12.3M are as shown in section 7 of this report.
- 3.4 An allocation of capital expenditure invests in the repairing and resurfacing the road network to present a good quality network to demonstrate to prospective investors, the importance which the council takes in servicing their prospective regeneration sites.

4. Proposal and justification

- 4.1 The following paragraphs explain the appendices to this report, detailing the various programmes that are funded from the allocations granted by the DfT, SCR and other funding. These are termed the “Integrated Transport” block funding and “Maintenance” Block funding. The appendices cover the following aspects:

Integrated Transport

- 4.2 Appendix 1 contains the Integrated Transport Programme 2017/18, which comprises of schemes that meet historical LTP3 objectives and contribute positively to the delivery of historical LTP3 targets. The programme also includes the projects funded through the final year of the Sustainable Transport Exemplar Programme (STEP) that is managed by Sheffield City Region, which provides sustainable cycling and walking schemes.

Maintenance

- 4.5 Appendix 2 contains the Maintenance Programme 2017/18.
- 4.6 Appendix 3 contains the Maintenance Scheme Programme 2017/18: Detailed List of Schemes 2017/18. The roads and footways maintenance programme continues to be funded from a combination of Maintenance block funding and Prudential borrowing.

Town Centre Projects

- 4.7 Over a number of years, funding has been allocated to a number of town centre schemes to build on the impact of the work completed around the town centre and work adjacent to the Town Hall. These schemes are set out in Appendix 4, Town Centre Projects Plan 2017/18: Detailed List of Schemes. This Plan is to be incorporated into the responsibilities of the Town Centre Board to align with the current development of the Town Centre.

Medium Term Programme

- 4.8 The DfT had confirmed IT Block funding allocations up to 2017/18, but only provided indicative allocations for 2018/19 – 2020/21. The medium term programme has accounted for this funding, but confirmation is required of the funding allocations. The Medium Term Integrated Transport Programme is given in section 7.5.

- 4.9 Since 2015, the amount of Maintenance Block Funding given to each highway authority has been allocated on the basis of two elements, an obligatory needs-based assessed element and a discretionary incentive element, on the basis of attaining banded levels of efficiency. A third element is available through a scheme known as the Local Highways Maintenance Challenge Fund, which is a bidding process for additional funding, although all bids from the South Yorkshire districts are prioritised and submitted by SCR. The Medium Term Maintenance Programme is given in section 7.6.
- 4.10 There are approximately 50,000 road gullies on the highway network within the Borough, which are cleansed generally over a 10 month period, dependant upon access. In addition to this cyclic cleansing, reports of individually blocked gullies are reacted to and cleansed separately.
- 4.11 The UK Roads Liaison Group launched an update to its Code of Practice which takes an integrated, risk based approach to managing highway infrastructure assets. The new Code '*Well-managed Highway Infrastructure*' was published in October 2016. The intention of the Code is for authorities to develop their own levels of service, in accordance with local needs, priorities and affordability. This means changing from reliance on specific guidance and recommendations, to a risk-based approach.
- 4.12 Because the way in which road gullies are prioritised for cleansing will move to a risk-based approach, there will likely be more regular maintenance being carried out on strategic routes and in areas with known flooding problems. Lower classification roads, for example cul-de-sacs, will likely be cleansed on a less regular basis. This change in approach will allow better planning of the new routes and optimise the time spent cleansing the road gully network.

5. Consideration of alternative approaches

5.1 Approach 1 – Prepare programmes of improvements based on LTP3 – Implementation Plan:

- 5.1.1 The county-wide LTP3 ceased on 31st March 2015. The Department for Transport has not issued any guidance as to a replacement, so the approach taken by partners to utilise the DfT's Integrated Transport Funding is to continue setting a programme applying the LTP3 principals, based on the 6 strategic investment themes of LTP3 - Implementation Plan. The programmes contained in Appendix 1 have therefore been drawn up to deliver a broad range of measures in line with the 6 strategic investment themes.
- 5.1.2 The programmes contained in Appendix 1 will contribute to a high quality, efficient transport system which:
- addresses areas of congestion to reduce time lost by businesses and the travelling public, encourage new development and improve air quality;
 - promotes safer roads to reduce accidents and costs in the wider health and benefits sectors;

- promotes sustainable modes of travel which provide safe and economic access to places of employment and help reduce levels of obesity e.g. walking and cycling routes.

5.1.3 The maintenance programmes contained in Appendices 2 and 3 have been drawn up in accordance with the Council's Highway Asset Management Strategy.

5.2 **Approach 2 – Prepare other programmes of improvements not based on LTP3 – Implementation Plan:**

5.2.1 The outcome would be a programme that is 'out of kilter' with the policies and objectives of LTP3 – Implementation Plan, and therefore does not coincide with a recognised framework on which to base a programme of work. There is no guidance from the DfT about future LTP plans, but our demonstrable performance is a key element in support of bids, grants, and other external funding submissions. By following the structure of the LTP3 principles, it is possible to establish that some framework of direction has been utilised.

6 **Implications for local people and service users**

6.1 These are significant. The proposed programme of works and investment in the highway network will have an impact on a significant number of highway users within the Borough.

6.2 Investment in the highway network will make the network more sustainable in the longer term and provide a better customer experience for highway users.

6.3 Appropriate consultations will be undertaken as required and those views taken into account when detailed scheme plans are drawn up.

6.4 Prior to work starting on site, local residents and the travelling public will be informed as appropriate.

7 **Financial implications**

7.1 Consultation on the financial implications of this report has taken place with representatives of the Executive Director – Core Services.

7.2 The estimated cost of the Integrated Transport Programme 2017/18 (Appendix 1) is £3,183,148. This will be funded as follows:

2017/18 Integrated Transport allocation	1,037,000
2016/17 Cfwd Integrated Transport allocation	244,345
2017/18 STEP allocation	1,034,055
Capital Receipt: former Priory School site/Cundy Cross	867,748
Total	£3,183,148

7.3 The estimated cost of the Maintenance Programme 2017/18 (Appendix 2) is £9,133,112. This will be funded as follows:

LTP Maintenance Block allocation	3,374,000
LTP Maintenance Incentive Element	316,000
DfT Pot Hole Fund	296,000
Capitalised Highway Maintenance 2017/18 (Prudential Borrowing)	3,300,000
2016/17 Cfwd Capitalised Highway Maintenance	1,847,112
Total	£9,133,112

- 7.4 There is currently an in-year service review of the financial charging mechanisms. The outcome of this review may result in some schemes in Appendix 3 not being delivered in this financial year. Any outstanding schemes at the year end will be rolled forward into future years.
- 7.5 The estimated Medium Term Integrated Transport Programme 2018/19 – 2020/21 is shown below. This will be funded as follows, although note that the DfT allocations have yet to be confirmed:

Budget Heading	2018/19	2019/20	2020/21
DfT Integrated Transport allocation	1,100,000	1,100,000	1,100,000
Totals	£1,100,000	£1,100,000	£1,100,000

- 7.6 The indicative allocations for the Medium Term Maintenance Programme 2018/19 -2020/21 are shown below. note that the DfT allocations have yet to be confirmed:

Budget Heading	2018/19	2019/20	2020/21
DfT Maintenance Block allocation	3,054,000	3,054,000	3,054,000
DfT Maintenance Block Incentive Funding	636,000	636,000	636,000
Prudential Borrowing	3,300,000	3,300,000	3,300,000
Totals	£6,990,000	£6,990,000	£6,990,000

Governance

- 7.7 A review, overseen by Internal Audit, has been undertaken into the governance arrangements of delivering the Highways Capital Programme. Following the review, the delivery process has been revised and reinforced by the introduction of additional procedures that are in the process of being implemented. These include weekly production meetings to bring together all elements of the service, to ensure the smooth flow of projects from design, through costing, to construction and finally charging. This ensures that any peaks and troughs in workload are managed out and that recharging is done as soon as possible after a project has been completed.

- 7.8 Additionally, staff in the Service's Construction Division prepare weekly labour, plant and materials assessments, so that management can ensure that costs are being accurately reflected on SAP/BPC against projects in a timely manner, to allow effective budget monitoring.
- 7.9 At Senior Management level, the Strategic Transport in Barnsley (STiB) Board will review and challenge progress against programmes and budgets, as reported on a monthly basis.

8. Employee implications

- 8.1 The continued development of proposals for implementation through the Highways Capital Programme will involve staff in Environment and Transport Service, Core Services and Economic Regeneration Service.
- 8.2 The balancing of workload to available staff resources will still be a challenge for 2017/18. Within Environment and Transport, the use of consultants and overtime will be necessary to deliver the programmes.
- 8.3 Collaborative procurement will be used to engage external resource suppliers to support the in-house provision to achieve economic and practical benefits, e.g. through the use of the Midlands Highway Alliance for Transport Modelling, or via collaboration established with adjacent authorities to deliver services, e.g. roadmarkings.

9. Communications implications

- 9.1 Communications about these proposals will be channelled through the Area Councils, where appropriate. Notification of specific measures included in the proposed programme will be delivered to each dwelling in areas affected by such proposals, either directly, by posting notices or placing notices in the local press. Use of social media and the Council's web site will also be made.

10. Consultations

- 10.1 Consultations have taken place with representatives of the Executive Director Core Services;
- 10.2 Consultations about this programme will be undertaken as necessary via Area Councils, Parish council meetings or directly with local members and residents on individual schemes, as appropriate.
- 10.3 Members will recall that in 2016, HET officers engaged with Members through the Area Councils and Ward Alliances to explain the new approach to delivering strategic Highway Maintenance. The new approach was to deliver the works programme through intelligence based identification and prioritisation of investment. This approach resulted in the need to identify schemes in a transparent and defensible way, using condition data, to deliver works in an impartial way, to achieve best value for the asset with the resources available.

- 10.4 Whilst the identification of the programme will be data driven, engagement with our customers is an important aspect of delivery, and to this end, the intention will be to publish work programmes on the Council's web site.

11. The Corporate Plan and the Council's Performance Management Framework

- 11.1 The proposals support key themes of the Corporate Plan of growing the economy by:
- Providing a quality highway asset by repairing and maintaining the network in order to support and attract new business by providing high quality connectivity to jobs and business growth sites;
 - Reducing accident costs by improving road safety through addressing accident hotspots and maintaining a high standard of road maintenance and street lighting provision;
 - Installing walking and cycling routes as access to employment, amenities, schools and leisure for all members of the community;
 - Reducing traffic delays by creating new infrastructure and improving and maintaining existing infrastructure;
 - Working with SYPT and bus operators to improve bus punctuality, safety, cleanliness and air quality.

12 Promoting equality, diversity and social inclusion

- 12.1 The preparation of schemes considers measures necessary to overcome social inclusion and promote health benefits as an integral part of the process.

13. Tackling health inequalities

- 13.1 Where possible the proposals contained in this report are aimed at improving Air Quality by minimising carbon emissions and reducing reliance on private cars by promoting walking, cycling and public transport as modes of travel.
- 13.2 The highway network has an important role to play in ensuring people enjoy an active role in society. Within the borough, improvements to the network provide part of the solution to link people to jobs, services and leisure.
- 13.3 Providing alternative travel choices through improved footways and cycle ways benefits health and addresses health inequalities. The need to reduce obesity in Barnsley means people must be given the option to make more healthy travel choices, such as walking and cycling, in a safe environment. The Highways Capital Programme aims to address these challenges.
- 13.4 The Barnsley Bus Partnership was established in Jan 2017, with the key aims of improving access to jobs and services, tackling social exclusion and improving the emission standards of buses in Barnsley. As the Local Highway Authority, Barnsley MBC has committed itself to building several infrastructure

schemes over the 5 year partnership, subject to funding. These schemes will ease congestion, improve bus journey times and unlock investment from bus operators in their bus fleet, which will lead to a larger proportion of the bus network reaching EURO 6 emission standards. Enhancements on the highway network will promote the use of public transport to encourage people to rely less on the car.

- 13.5 The Borough must meet its transport needs, whilst also taking responsibility for its carbon footprint and improving air quality. This can be done by promoting the use of more sustainable travel choices to rival car use, whilst not hindering economic growth, by improving its highway network.

14. Reduction of crime and disorder

- 14.1 By taking account of the implications of crime and disorder in the preparation of schemes, the Council's duties under s17 of the Crime and Disorder Act 2014 have been considered.

15. Risk management issues

Key Risk Affecting Funding for Local and Strategic Schemes:

- 15.1 The details of the scale of risk are developed and refined during scheme preparation and are tested as part of the public response to any consultation about more detailed schemes. In overall programme terms, the risk focuses on the ability of the LTP partners to work equitably, as historically demonstrated over the 4 year life of the LTP3 Implementation Plan. The driver for this is the strong, robust, positive relationships fostered local transport partners, with BMBC represented on appropriate decision making boards. This representation ensures that the likelihood of BMBC not receiving its equitable share, within the confines of the proxy for allocation, is low, thus the Impact, at present, with this level and strength of officer support is viewed equally low.
- 15.2 Historically, the Service has been focussed on a delivery model that provides maximising deliverable schemes; however, as the operating model for the Service changes to be more business orientated, there will inevitably be tensions in balancing tangible delivery or income against spend.
- 15.3 The mechanism which is used to recharge budgets for the delivery of schemes is currently being updated and will inevitably see the price of carrying out works increase. The implications of this are that not all schemes will be delivered throughout the year if available funding is depleted quicker than anticipated.

Risks associated with Future Funding

- 15.4 Funding for work is delivered using the LTP-themed Integrated Transport (ITB) and Maintenance (MB) Blocks, Sustainable Transport Exemplar Programme (STEP) and internal, capitalised revenue through a prudential borrowing exercise. There is a concern that in future years and in the absence of funding clarity, that there will be insufficient funding to cover our HET income liabilities.

- 15.5 From 2018/19, the level of ITB is expected to remain constant to 2021, however, it must be noted that this allocation is currently indicative only as this has not yet been confirmed by Department for Transport, if confirmation is not forthcoming, there will be no capital, Integrated Transport funding.
- 15.6 STEP is part of the SCR Local Growth Fund Deal and was included in the first tranche award. It is the main source of funding used for the construction of cycling and walking projects, with 2017/18 being the final year of a three year allocation. After 2017/18, there is no subsequent equivalent or replacement of this funding.
- 15.7 Although there is a current degree of uncertainty surrounding SCR and the Devolution Deal, in 2018/19, if the Devolution Deal is ratified and a new Metropolitan Mayor is elected, part of the deal empowers the Mayor to direct what funding is spent on a list of prioritised roads within South Yorkshire, across all districts, known as the Key Route Network. At this time, there is no guidance as to how the Mayor will discharge these duties, for example, will the Mayor split expenditure within each district on an equitable basis? Consequently, all that can be assumed that the MB funding will continue to be directed straight through to the Council, but this may not be the case.
- 15.8 Accordingly, there is the possibility of a significant reduction of external funding coming into the HET Service from 2018.19. This needs to be highlighted as a risk in the Medium Term Financial Plan.

16. Health, safety and emergency resilience Issues

- 16.1 Health and Safety issues and implications are identified during scheme preparation, and are addressed by compliance with CDM Regulations.

17 Compatibility with the European Convention on Human Rights

- 17.1 There are no issues arising from this report but there may be matters that are raised by the implementation of individual schemes. These will be the subject of reports to Cabinet as part of any detailed approvals. Alternatively, for certain scheme types, a sequential process of assessment of the potential effects of all schemes on human rights is undertaken during the design stage. This procedure has previously been agreed with the Director of Legal and Governance and has operated for some time.

18 Conservation of biodiversity

- 18.1 There are no direct implications for conservation of biodiversity arising directly from this report; however, conservation of biodiversity will be fully considered, where appropriate, as part of the scheme development.

19. Glossary

DfT	Department for Transport
IT	Integrated Transport

HMEP Highways Maintenance Efficiency Programme
 LTP Local Transport Plan
 LTP3 Local Transport Plan for 2011-2014
 STEP Sustainable Transport Exemplar Programme
 SCR Sheffield City Region
 SYPTE South Yorkshire Passenger Transport Executive
 CDM Construction, Design and Management Regulations 2015
 SAP – The Council's Financial Management System
 BCP - The Council's Financial Monitoring System
 HET – Highways, Engineering and Transportation Service

20 List of appendices

Appendix A - Financial Implications of the Programmes
 Appendix 1 – Integrated Transport Programme 2017/18
 Appendix 2 – Maintenance Programme 2017/18
 Appendix 3 – Maintenance Scheme Programme 2017/18: Detailed List of Schemes
 Appendix 4 – Town Centre Projects Plan 2017/18: Detailed List of Schemes

21 Background papers

The South Yorkshire LTP3 Strategy and Implementation plan and funding bid documents for the STEP programmes are available from the South Yorkshire Local Transport Plan Monitoring Team and Sheffield City Region.

Working files are available in Place Directorate, for inspection.

Officer Contact: Ian Wilson	Telephone No: 772158	Date 30/07/2017
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Report of the Executive Director Core Services

2017/18 Highways Capital Programme

i) Capital Expenditure	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	Later Years
	£	£	£	£
2017/18 Highways Capital Programme	12,316,260			
	12,316,260	0	0	0
To be financed from:				
Integrated Transport Grant	-1,281,345			
STEP Grant	-1,034,055			
LTP Maintenance Grant	-3,690,000			
DfT Pot Hole Grant	-296,000			
Prudential Borrowing	-5,147,112			
Capital Receipt (Former Priory School Site)	-867,748			
	-12,316,260	0	0	0
	0	0	0	0
ii) Revenue Effects	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>	Later Years
	£	£	£	£
Total proposed income	0	0	0	0
To be financed from:				
	0	0	0	0

Impact on Medium Term Financial Strategy	<u>2017/18</u>	<u>2018/19</u>	<u>2019/20</u>
	£	£	£
MTFS	0.000	0.344	-0.703
Effect of this report	0	0	0
Revised Medium Term Financial Strategy	0.000	0.344	-0.703

Agreed by: 19/09/2017.....On behalf of the Service Director and Secion 151
Officer -Finance

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Appendix 1 - Integrated Transport Programme 2017/18

Theme		Scheme	£
Integrated Transport	Local collision & danger reduction schemes	Collision Sites	10,000
		School safety zones	20,000
		Speed Indicator Device deployment	15,000
		Vehicle Activated Signs replacement	20,000
		Lining, Signing and Lighting	30,000
		Thickett Lane Junction Imps	10,000
	Road Safety	New footways	165,000
		Tactile crossings	4,235
		Roundabout Visibility issues	30,000
	Traffic Management	Traffic Management Upgrades including Barugh Green Crossroads	200,000
		Peel Square Signals upgrade	68,000
		Cundy Cross Junction Signalisation	129,110
	Cycling	Burton Road to Cundy Cross cycleway	425,000
		Gilroyd to Broadway cycle route signage	26,000
		Keresforth Hill Road to Keresforth Hall Road cycle route signage	26,000
		Pogmoor Road to Barnsley town centre cycle route signage	23,000
	Preliminary Scheme Design		80,000
STEP Programme		J38 to Town Centre Cycle Route	810,000
		Park Springs Road to Broomhill Cycle Route	110,000
		Great Houghton to Park Springs Road Cycle Route	114,055
Cundy Cross		Signalised Junction Improvements and new access road	867,748
			3,183,148

Appendix 2 - Highway Maintenance Programme 2017/18

Principal Road Network Maintenance (A roads)	1,311,000
Bridge Maintenance	1,511,000
Drainage Maintenance	706,675
Town Centre Projects Plan (On-going)	300,000
Local Roads Carriageway Maintenance	2,964,816
Local Roads Footway Maintenance	837,621
Pothole Fund Repairs	296,000
Street Lighting Maintenance	650,000
Structures Maintenance	121,000
Traffic Sign Maintenance	385,000
Safety Barrier Maintenance	50,000
	9,133,112

Appendix 3 - Maintenance Scheme Programme

Principal Road Network Maintenance (A Roads)

Road	Street Name	Ward	Length	Treatment
A628	Thurlstone Road, Thurlstone	Penistone West	760	1 couse
A6133	Park Road, Barnsley	Central / Kingstone	370	1 course & footways
A61	Westwood New Road, High Green	Penistone East	1,250	Wearing Course & 25% 3 Course
A635	Doncaster Road, Barnsley	Central	230	Wearing Course & 75% 3 Course
A629	Halifax Road, Wortley	Penistone East	600	Wearing Course & 25% 3 Course
A635	Doncaster Road, Darfield	Darfield	400	1 course
A633	Cundy Cross Roundabout	Monk Bretton		Surfacing as part of junction imp
A628	Pontefract Road (Bala St)	Central		Removal of bollard & island
A628	Hoylandswaine Bypass	Penistone East		Patching

Bridge Maintenance 2017/18

Location	Proposed Works
B4.119 Dodworth River Bridge Number 2	Culvert Replacement. Existing culvert is collapsing in places.
B6.015A Hoyle Mill Lane, Stairfoot, Bridge to Beatson Clark	Infilling of Bridge with precast culvert units. The bridge has an assessed capacity of 7.5T and regularly used by vehicles over 7.5T. Also, there is no footway across the bridge, which has been complained about by the public.
Oaks Lane Retaining Wall	Retaining Wall Reconstruction. The wall supports the highway above private residential land
A628 Noblethorpe Lane, Silkstone	Retaining wall reconstruction. Completion of works started in 2016/17.
Old Mill Lane, Thurgoland	Retaining wall reconstruction
High Hoyland Lane	Retaining Wall Repairs
B6.002 Bradbury Balk Lane River Bridge	Design of replacement of Masonry Arch Bridge. Existing Bridge has moved and is suffering from severe scour. Weight limit has been imposed.
Well Hill, Green Moor	Emergency works to retaining wall
Thurgoland Bank	Repair works to address a slip circle failure of the highway embankment.
B4.156 Swallow Hill Culvert	Preparatory works for Culvert Replacement
Various Locations	Minor works

Drainage Maintenance 2017/18

Street Name/ Area	Ward	Works
Hoyle Mill Lane, Stairfoot	Stairfoot	Installation of new road gullies and connections. Removal of speed table.
Hawshaw Lane, Hoyland	Rockingham	Installation of new drainage system, connected in to YW combined sewer to stop flooding.
Maket Street, Barnsley	Central	Damaged drainage channel replacement
Windhill Lane, Staincross	Darton East	Run-off from verge. Install new gullies/french drain/resurfacing
A635 Birthwaite Hill, Darton	Darton West	Cleansing of h/way drainage and gullies. Night Works Closures
Jebb Lane, Haigh	Darton West	Resurfacing and ditching/grip cutting to remove flooding and allow water to run-off in to waste land
Grange Lane, Cundy Cross	Monk Bretton	Cleansing of Beanie blocks
Pontefract Road, Lundwood	Monk Bretton	Alterations to gullies and drain runu, to stop flooding to garden(s)
A628 Shafton Bypass	North East	Alterations to french drain to stop flooding
Smithies Lane, Smithies	Old Town	New gully and pipework to pick up run-off
A61 Westwood New Road, Howbrook	Penistone East	Cleansing of h/way drainage and gullies. Night Works Closures
A628 Hoylandswaine/Noblethorpe	Penistone East	Cleansing of h/way drainage and gullies. Night Works Closures
Church Lane, Tankersley	Penistone East	Flooding to road and garden. Alterations to soakaway/extra gullies
Cooper Lane, Hoylandswaine	Penistone East	Installation of new gullies and h/way drain to stop run-off/flooding and icing
Howbrook Lane, Howbrook	Penistone East	Run-off. Ditching
Renald Lane, Hoylandswaine	Penistone East	Ditching works. Re-forming of french stone.
Sheffield Road, Oxpsring	Penistone East	Banking repairs to watercourse within verge
A628 Manchester Road, Fulshaw Cross	Penistone West	Reform Ditches and grips.
High Bank Lane, Thurlstone	Penistone West	Installation of catchpit and section of H/way drain
Oxspring Road, Cubley	Penistone West	Run-off. Ditching
Fearnville Grove, Royston	Royston	Ponding and flooding to street and gardens. Installation of Grated channel(s)
Station Road, Royston	Royston	Reshaping of carriageway to remove ponding, and allow run off in to stream
Lundhill Road, Wombwell	Wombwell	Clear concrete lined Watercourse
Genn Lane, Ward Green	Worsbrough	Run-off. Ditching

Kingwell Road, Worsbrough	Worsbrough	Extra gullies. New french drain/carrier drain in verge to stop run off
Land drainage works	Borough wide	
Reactive Maintenance	Borough wide	

Local Roads Maintenance Programme 2017/18 - Carriageways

Location	Ward	Type	Length (m)	Rectification
Leopold Street	Kingstone	Carriageway	77	Retread surface
Norfolk Close	Central	Carriageway	83	Surface Dress & Lining
Summer Lane	Central/Kingstone/Old Town	Carriageway	540	Full width plane and surface with 10mm x 30 min dense bit or SMA
Truro Court	Central	Carriageway	62	Surface Dress & Lining
George Street	Cudworth	Carriageway	170	Surface Dress & Lining
Highfield Road	Darfield	Carriageway	380	Surface Dress & Lining
Padua Rise	Darfield	Carriageway	84	Surface Dress & Lining
Sorento Way	Darfield	Carriageway	92	Retread surface
Haredon Close	Darton East	Carriageway	51	Retread surface
Maythorne Close	Darton East	Carriageway	90	Surface Dress & Lining
Whaley Road	Darton West	Carriageway	212	Full width plane and surface with 10mm x 30 min dense bit or SMA
Hanover Street	Dearne North	Carriageway	365	Surface Dress & Lining
Market Street	Dearne North	Carriageway	185	Surface Dress & Lining
Broomhill View	Dearne South	Carriageway	200	Surface Dress & Lining
Fairfield	Dearne South	Carriageway	375	Retread surface
Ingsfield Lane	Dearne South	Carriageway	650	Surface Dress & Lining
Ravensmead Court	Dearne South	Carriageway	91	Retread surface
Bamford Close	Dodworth	Carriageway	142	Retread surface

Location	Ward	Type	Length (m)	Rectification
Cramlands	Dodworth	Carriageway	39	Surface Dress & Lining
High Street	Dodworth	Carriageway	600	Full width plane and surface with 10mm x 30 min dense bit or SMA
Hollin Croft	Dodworth	Carriageway	70	Surface Dress & Lining
Low Pasture Close	Dodworth	Carriageway	108	Surface Dress & Lining
Armroyd Lane	Hoyland Milton	Carriageway	482	Patch for surface dressing following year upto 20%
Cemetery Road	Hoyland Milton	Carriageway	650	Patch for surface dressing following year upto 20%
Wath Road B6097	Hoyland Milton	Carriageway	820	Surface Dress & Lining
Wombwell Road	Hoyland Milton	Carriageway	231	Full width plane and surface with 10mm x 30 min dense bit or SMA
Hornby Street	Kingstone	Carriageway	55	Retread surface
Mount Street	Kingstone	Carriageway	110	Surface Dress & Lining
Raley Street	Kingstone	Carriageway	450	Surface Dress & Lining
Shaw Lane	Kingstone	Carriageway	231	Full width plane and surface with 10mm x 30 min dense bit or SMA
Bodmin Court	Monk Bretton	Carriageway	106	Retread surface
Garden House Close	Monk Bretton	Carriageway	230	Retread surface
Littleworth Lane	Monk Bretton	Carriageway	550	Full width plane and surface with 10mm x 30 min dense bit or SMA
Bleak Avenue	North East	Carriageway	320	Surface Dress & Lining
Byron Street	North East	Carriageway	90	Surface Dress & Lining
Coronation Avenue	North East	Carriageway	212	Surface Dress & Lining
High Street	North East	Carriageway	375	Full width plane and surface with 10mm x 30 min dense bit or SMA
Holly Grove	North East	Carriageway	65	Retread surface

Location	Ward	Type	Length (m)	Rectification
Normandale Road	North East	Carriageway	96	Retread surface
Norwood Drive/Ashleigh	North East	Carriageway	214	Retread surface
Saville Walk	North East	Carriageway	125	Retread surface
Blackburn Lane	Old Town	Carriageway	160	Surface Dress & Lining
Clumber Street	Old Town	Carriageway	190	Surface Dress & Lining
Church Street	Penistone East	Carriageway	280	Full width plane and surface with 10mm x 30 min dense bit or SMA
Cote Lane	Penistone East	Carriageway	825	Full width plane and surface with 10mm x 30 min dense bit or SMA
Green Moor Road	Penistone East	Carriageway	793	Patch for surface dressing following year upto 20%
Hunshelf Hall Lane	Penistone East	Carriageway	1100	Patch for surface dressing following year upto 20%
Long Lane	Penistone East	Carriageway	600	Surface Dress & Lining
Renald Lane	Penistone East	Carriageway	1170	Full width plane and surface with 10mm x 30 min dense bit or SMA
Round Green Lane	Penistone East	Carriageway	1160	Patch for surface dressing following year upto 20%
The Nook	Penistone East	Carriageway	150	Surface Dress & Lining
Tofts Lane	Penistone East	Carriageway	735	Patch for surface dressing following year upto 20%
Milner Avenue	Penistone West	Carriageway	103	Retread surface
Saunderson Road	Penistone West	Carriageway	135	Retread surface
Spicer House Lane	Penistone West	Carriageway	1390	Retread surface
Hoyland Road	Rockingham	Carriageway	528	Full width plane and surface with 10mm x 30 min dense bit or SMA
Rockley Lane	Rockingham	Carriageway	870	Patch for surface dressing following year upto 20%
Springfield Road	Rockingham	Carriageway	440	Surface Dress & Lining

Location	Ward	Type	Length (m)	Rectification
Central Drive	Royston	Carriageway	182	Full width plane and surface with 10mm x 30 min dense bit or SMA
Godley Street	Royston	Carriageway	156	Retread surface
Hollycroft Avenue	Royston	Carriageway	114	Retread surface
Victoria Road	Royston	Carriageway	285	Retread surface
Blackheath Road	St Helens	Carriageway	300	Surface Dress & Lining
Dale Close	St Helens	Carriageway	115	Surface Dress & Lining
Aldham Crescent	Stairfoot	Carriageway	211	Surface Dress & Lining
Roy Kilner Road	Stairfoot	Carriageway	340	Retread surface
Barnsley Road (Park Street)	Wombwell	Carriageway	109	Full width plane and surface with 10mm x 30 min dense bit or SMA
Broomhead Road	Wombwell	Carriageway	287	Retread surface
Hough Lane	Wombwell	Carriageway	620	Full width plane and surface with 10mm x 30 min dense bit or SMA
John Street	Wombwell	Carriageway	117	Retread surface
St Mary's Road	Wombwell	Carriageway	287	Retread surface
Wilson Street	Wombwell	Carriageway	386	Full width plane and surface with 10mm x 30 min dense bit or SMA
Allendale	Worsbrough	Carriageway	350	Surface Dress & Lining
Cumberland Close	Worsbrough	Carriageway	60	Surface Dress & Lining
Daleswood Drive	Worsbrough	Carriageway	46	Retread surface
Dobsyke Close	Worsbrough	Carriageway	70	Retread surface
Grove Street	Worsbrough	Carriageway	176	Retread surface
James Street	Worsbrough	Carriageway	145	Retread surface

Location	Ward	Type	Length (m)	Rectification
Pantry Hill	Worsbrough	Carriageway	81	Retread surface
Station Road C783	Worsbrough	Carriageway	376	Surface Dress & Lining
Swaithe View	Worsbrough	Carriageway	79	Retread surface
Trelawney Walk	Worsbrough	Carriageway	72	Surface Dress & Lining
White Cross Rise	Worsbrough	Carriageway	145	Retread surface

Local Roads Maintenance Programme 2017/18 - Footways

Location	Ward	Type	Length (m)	Treatment
White Cross Road	Cudworth	Footway	608	Reconstruct 50mm thick
Marsala Walk	Darfield	Footway	450	Reconstruct 50mm thick
Belvedere Drive	Darfield	Footway	290	Reconstruct 50mm thick
Windhill Crescent	Darton East	Footway	340	Reconstruct 50mm thick
Highfields Road	Darton West	Footway	375	Reconstruct 50mm thick
Jackson Street	Dearne North	Footway	166	Reconstruct 50mm thick
Leadley Street	Dearne North	Footway	136	Reconstruct 50mm thick
Briton Street	Dearne North	Footway	890	Reconstruct 50mm thick
High Street	Dearne North/South	Footway	650	Reconstruct 50mm thick
Carr Green	Dearne South	Footway	150	Reconstruct 50mm thick
High Street	Dearne South	Footway	685	Reconstruct 50mm thick
Princess Close	Dearne South	Footway	180	Reconstruct 50mm thick
High Street	Dodworth	Footway	1115	Reconstruct 50mm thick
Market Street	Hoyland Milton	Footway	1350	Reconstruct 50mm thick
Abbey Lane	Monk Bretton	Footway	230	Reconstruct 50mm thick
Garden House Close	Monk Bretton	Footway	410	Reconstruct 50mm thick
Monks Way	Monk Bretton	Footway	420	Reconstruct 50mm thick
Parish Way	Monk Bretton	Footway	750	Reconstruct 50mm thick
Rectory Way	Monk Bretton	Footway	170	Reconstruct 50mm thick
Newlyn Drive	Monk Bretton	Footway	580	Reconstruct 50mm thick
Frickley Bridge Lane	North East	Footway	660	Reconstruct & 50% kerb

Location	Ward	Type	Length (m)	Treatment
Wilthorpe Farm Road	Old Town	Footway	360	Reconstruct 50mm thick
Moorbank Close	Old Town	Footway	110	Reconstruct 50mm thick
Huddersfield Road	Penistone West	Footway	825	Reconstruct 50mm thick
Milner Avenue	Penistone West	Footway	230	Reconstruct 50mm thick
New Smithy Avenue	Penistone West	Footway	310	Reconstruct 50mm thick
New Smithy Drive	Penistone West	Footway	280	Reconstruct 50mm thick
Baslow Road	St Helens	Footway	570	Reconstruct 50mm thick
Raymond Road	Stairfoot	Footway	305	Reconstruct 50mm thick
Brocklehurst Avenue	Stairfoot	Footway	950	Reconstruct 50mm thick
St Paul's Parade	Stairfoot	Footway	1430	Reconstruct 50mm thick
Frederick Street	Wombwell	Footway	180	Reconstruct 50mm thick
Lundhill Grove	Wombwell	Footway	720	Reconstruct 50mm thick
Broomhead Road	Wombwell	Footway	672	Reconstruct 50mm thick
Holgate Mount	Worsbrough	Footway	420	Reconstruct 50mm thick
Walbrook	Worsbrough	Footway	210	Reconstruct 50mm thick
William Street	Worsbrough	Footway	400	Reconstruct 50mm thick

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Phase 6			
Graham's Orchard and Peel Square/Street/Parade			
Scope	Cost	Funding Source	Delivered by
Graham's Orchard Kerbing and Footways (modular 400 paving) Graham's Orchard Carriageway Graham's Orchard to Shambles Street Cut Through (Yorkstone paving and bollards)	£640k	LRP	Complete To do Complete
Peel Square Footway West Side (mod. 400 paving) Peel Square Carriageway (including stubs)		Superseded by Better Barnsley	Suspended
Peel Parade Carriageway Peel Parade footway repairs (approx 25%) Peel Street Carriageway (including tables and parking areas in block paving) Peel Street Footways (modular 400 paving)		To be identified	To be reviewed
Peel Square area linked Traffic Signals replacements		LTP IT Block (signals) 17/18	In progress
Note: Highway works to reduced Public Places Strategy specification (secondary retail areas) and to include lighting and signing etc			
Phase 7			
Town Hall North to College Square			
Scope	Cost	Funding Source	Delivered by
St Mary's Place /Church Lane Footways (Sadler Gate to College Square) St Mary's Place /Church Lane Carriageway (Sadler Gate to College Square) Church Street Footways (Sadler Gate to College Square - west side) St Mary's Gate Footways St Mary's Gate Carriageway	£350k	To be identified	To be reviewed - Subject to funding
Note: Highway works to Public Places Strategy specification and include lighting and signing			
Phase 8			
Shambles Street			
Scope	Cost	Funding Source	Delivered by
Footways (KFC Signalised crossing to St Mary's Place) (modular 400 paving) Carriageway (Peel Parade to St Mary's Place)	£300k	To be identified	Subject to funding
Phase 11			
Shambles Street			
Scope	Cost	Funding Source	Delivered by
Shambles Street Parking Bays (adj. John Rideal House)	£50k	To be identified	2018/19

Key

	In progress		To deliver
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