

BARNESLEY 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

2018 TO 2020 HIGHWAYS CAPITAL PROGRAMME

1. Purpose of report

- 1.1 To obtain approval for the proposed reprioritisation of the current approved capital investment programme – Section 7 refers.
- 1.2 To obtain approval for a two year Highways Capital Programme covering the 2018/19 and 2019/20 financial years. This programme 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 and measures to improve road safety, resolve delay issues for the public travelling on the network, including public transport improve air quality and to encourage sustainable travel;
 - Investment in repairing and resurfacing over 50,000 sqm. of carriageway and 22,000 sqm. of footway as part of our local roads programme.
 - .
- 1.3 To obtain delegated authority to vary the programme, in conjunction with the Cabinet Spokesperson – Place.

2. Recommendations

- 2.1 **That Members approve the reprioritisation of the current approved capital investment programme (Section 7 refers).**
- 2.2 **That the detailed Highways Capital Programme for 2018/19 and 2019/20 as set out in Appendices 1, 2 be approved, and that the Service Director, Environment and Transport be authorised to implement these schemes;**
- 2.3 **That the Service Director, Environment and Transport be authorised, in conjunction with the Cabinet Spokesperson for Place, to vary the programmes within the overall funding envelope;**
- 2.4 **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 Highways Maintenance Efficiency Programme (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.

2.5 That, in the event that the Maintenance budget and Integrated Transport budget for the 2018/19 and/or 2019/20 is not fully expended, the value of any other works be re-phased between financial years, which allows the flexibility to ensure that the available resources are deployed in the most efficient manner possible, whilst maintaining the continuity of the HET Service.

3. Introduction

3.1 This report seeks the approval:

- of the Integrated Transport Programme 2018/19 and 2019/20 - see Appendix 1;
- of the Maintenance Programme 2018/19 and 2019/20 – see Appendix 2;
- 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. road markings; and
- to note the risks associated with delivering the highways function because of the reduced certainty of funding available, and undertake the potential mitigation measures available.

Capital Resources

3.2 In previous years, the timing of this report has coincided with the formal allocation of capital funds released by Central Government. In response to the recommendation made in the September 2017 Audit Report, approval is being sought in advance of the 2018/19 financial year so that the necessary lead in times to improve programme delivery, for the design and construction activities can be achieved.

3.3 In addition, this report also seeks to identify the capital resource allocation for two year period from 1st April 2018 to 31st March 2020. This is a departure from previous reports which only covered a 12 month period and is designed to give elected members and senior officers greater confidence in the short term financial future of the Highways Engineering and Transportation Service (HET).

- 3.4 Beyond this timeframe, the Council's overall financial outlook remains uncertain at this time.
- 3.5 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 attached to this report cover the following aspects:

Integrated Transport

- 4.2 Appendix 1 contains the Integrated Transport Programme 2018/19, which comprises of schemes that meet historical LTP3 objectives and contribute positively to the delivery of historical LTP3 targets.
- 4.3 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 assumed this funding, but confirmation has not yet been received of the allocation from the DfT of the funding allocations. The Proposed Medium Term Integrated Transport Programme is given in section 7.3.

Maintenance

- 4.4 Appendix 2 contains the Maintenance Programme 2018/19;
- 4.5 Appendix 3 contains the Maintenance Scheme Programme 2018/19: Detailed List of Schemes 2018/19. The roads and footways maintenance programme continues to be funded from a combination of Maintenance Block funding and prudential borrowing. This list is subject to change and further development in line with the Highway Asset Management Policy.
- 4.6 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 paragraph 8.5.

5. Consideration of alternative approaches

- 5.1 **Approach 1 (Recommended) – 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 the South Yorkshire partners is 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 network which will be delivering to the 4 key strategic priorities of our Transport Strategy by:

- 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.

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.

5.1.4 The delivery of a series of feasibility packages of work to further develop the key strategic priority projects as identified through the Strategic Transport Infrastructure Board.

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 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 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.
- 6.5 The potential short-fall in funding will result in a reduced service provision for highway users, unless mitigation measures are employed to deliver a fully funded service.
- 6.6 This would further lead to reduced investment in transport infrastructure, creating a poor quality network, reducing the attractiveness of the town to investors and creating network delays.

7. Reprioritisation of Capital Programme

- 7.1 The latest capital programme was approved as part of the 2018/19 budget papers (Cab.7.2.2018/6 refers).
- 7.2 Since the approval of the 2018/19 budget papers, emerging significant Capital priorities have been identified that require consideration, including a fundamental review of the funding available for highways schemes, given the relative uncertainty around devolution. Therefore, the capital programme has been reprioritised to take account of this uncertainty whilst containing the overall cost within the total resources available.
- 7.3 The table summarises the proposed changes to the capital programme, which are explained in further detail in paragraphs 7.4 through 7.6.

	2016/17	2017/18	2018/19	2019/20	2020/21	Total
	£M	£M	£M	£M	£M	£M
Current Approved Programme	0.688	5.107	30.431	27.505	1.800	65.531
Resources Made Available from Identification of Alternative Funding:						
Dodworth Road / Broadway Crossing	-	-	(0.944)	0.516	-	(0.428)
	-	-	(0.944)	0.516	-	(0.428)
Deprioritised Schemes:						
A61 Old Mill Lane	-	-	(2.600)	(0.750)	-	(3.350)
	-	-	(2.600)	(0.750)	-	(3.350)
New Schemes:						
Other Corporate Priorities	-	-	1.778	-	-	1.778
Highways - Skid Resistance Programme	-	-	0.700	0.300	-	1.000
Highways - Planned Patching Programme	-	-	0.700	0.300	-	1.000
	-	-	3.178	0.600	-	3.778
Proposed Revised Programme	0.688	5.107	30.065	27.871	1.800	65.531

- 7.4 In respect of the Dodworth Road/Broadway Crossing scheme, the total estimated scheme costs have increased significantly since the original proposal was made due to the development of the proposal. However,

additional external funding from the Sheffield City Region of up to £2.2M has been identified, including successful bid totalling £1.2M. As a result, £0.428M of the Council's own resources has now been made available to utilise on further priorities. A separate Cabinet Report will update Members in due course.

- 7.5 In addition to the above, the decision has been made to temporarily defer the A61 Old Mill Lane scheme until a later date, which releases a total of £3.350M to be considered against future requirements. This scheme still remains a significant Council priority.
- 7.6 The total resource for consideration therefore totals £3.778M; of which £2.000M is planned to be utilised on two highways schemes, namely the Skid Resistance Programme (£1.000M) and the Planned Patching Programme (£1.000M) with the remaining £1.778M being utilised on other corporate priorities.
- 7.7 A comprehensive list of the revised 2020 capital programme is shown in Appendix 4.

8. Financial implications

- 8.1 Consultation on the financial implications of this report has taken place with representatives of the Service Director for Finance, the Section 151 Officer.
- 8.2 There remains a risk in respect of the ongoing funding allocations due to the Council as a result of the national transport funding provided by Central Government being channelled through the City Region authorities. Therefore, the Council is, and will continue to, consider other available funding opportunities to supplement core resources.
- 8.3 To support this approach, the Council has approved an additional £0.2M of revenue funding as part of setting the 2018/19 budget. This investment is to be used solely for feasibility work on the strategically important schemes identified through the Strategic Transport Infrastructure Board to support future bids. This resource is not included in the table at paragraph 8.4.
- 8.4 The estimated funding allocation of the Integrated Transport Programme 2018/19 and 2019/20 will be funded as follows (The proposed schemes within this programme are shown at Appendix 1):

Integrated Transport Related Funding Sources	2018/19 (£M)	2019/20 (£M)
Integrated Transport Allocation *	1.037	1.037
Cfwd Integrated Transport Allocation	0.100	-
Anticipated External Work #	0.700	0.500
Total	1.837	1.537

* This funding stream is indicative at the time of writing as the Council awaits the formal confirmation from the Sheffield City Region Combined Authority.

Funding includes Section 278 works, Jobs & Business Growth, TPT Works.

- 8.5 The estimated funding allocation for the Maintenance Programme for 2018/19 and 2019/20 is shown in the following table. (The proposed schemes within this programme are shown at Appendix 2):

Maintenance Programme Funding Sources	2018/19 (£M)	2019/20 (£M)
LTP Maintenance Block Allocation *	3.054	3.054
LTP Maintenance Incentive Element *	0.636	0.636
DfT Pot Hole Fund *	0.200	0.200
Capitalised Highway Maintenance (Prudential Borrowing)	3.300	3.300
2017/18 Cfwd Capitalised Highway Maintenance	0.800	-
2018/19 Unsecured Anticipated External Work #	0.760	0.760
Total	8.750	7.950

* These funding streams are indicative at the time of writing as the Council awaits the formal confirmation from the Sheffield City Region Combined Authority.

Funding includes Winter Maintenance, Street Lighting, Dropped Crossings etc.

- 8.6 In addition to the two strands of funding from the respective programmes above, the reprioritisation of the capital programme (See Section 7) has identified funding specifically relating to the Highways Engineering and Transportation (HET) capital programme for both 2018/19 and 2019/20.

2020 Capital Investment Programme	2018/19 (£M)	2019/20 (£M)
M1 J37 Economic Growth Corridor Phase 1	0.870	3.482
Skid Resistance Programme	0.700	0.300
Planned Patching Programme	0.700	0.300
Total	2.270	4.082

8.6.1 Skid Resistance Programme

When the aggregate in the surface layer of the carriageway polishes, the ability of vehicles using the carriageway to satisfactorily brake can be impaired. The most recent skid resistance survey has identified that there are a significant number of locations throughout the borough that will benefit from early intervention to prolong the life of the asset and ensure the safety of highway users. The estimated cost of these interventions in 2018/19 is £0.700M. An amount totalling £0.300M has been set aside for 2019/20 as a contingency to mitigate against any potential slippage on the other areas of the HET capital programme.

8.6.2 Planned Patching Programme

During the recent spell of inclement weather a significant number of potholes have occurred. Such a concentration of potholes will affect the structural integrity and fabric of the highway therefore a planned patching programme is proposed. This will extend life of individual roads over and above simple pothole repairs but delivers a value for money approach that will extend the life of the asset before it needs a full resurfacing treatment. The estimated cost of these interventions in 2018/19 is £0.700M. An amount totalling £0.300M has been set aside for 2019/20 as a contingency to mitigate against any potential slippage on the other areas of the HET capital programme.

- 8.7 The total indicative funding available for HET schemes totals £12.857M for 2018/19 and £13.569M for 2019/20 respectively.
- 8.8 There are also a number of potential schemes / programmes of work that may result in additional funding to the HET service such as highways infrastructure works relating to the Glassworks Scheme and the DfT Safer Roads Fund. At this time, it is not certain that these works will materialise, therefore these potential areas have been prudently omitted from the available funding envelope.
- 8.9 Of the total funding available, there are certain works, which, due to their nature, will be carried out by external contractors. The estimated value of works in respect of external contractors totals £0.900M in 2018/19 and £0.890M in 2019/20 which ultimately results in a reduction in the overall funding available for internal HET works of the amounts mentioned above.
- 8.10 From a revenue perspective, the service has an annual income target to achieve totalling £12.036M, in order to deliver a balanced budget position. The overall expected position for HET is summarised in the table below:

<u>Proposed Overall Position</u>	2018/19 (£M)	2019/20 (£M)
Integrated Transport Programme	1.837	1.537
Maintenance Programme	8.750	7.950
2020 Capital Investment Programme	2.270	4.082
Total Indicative Funding Available	12.857	13.569
Externally Contracted Work	(0.890)	(0.900)
Indicative Funding Available – Internal HET	11.967	12.669
Service Income Target	(12.036)	(12.036)
Potential Surplus/(Deficit)	(0.069)	0.633

- 8.11 Based on the expected funding position in relation to Highways Capital Programme, there is an anticipated revenue budget shortfall in 2018/19 totalling £0.069M. However, officers expect this potential 'deficit' to be covered by other funding streams (paragraph 8.8 refers), which are currently unconfirmed. Should these alternative funding streams not materialise, a report will be presented to Members in due course.

- 8.12 The 2019/20 position is anticipated to result in 'surplus' resources when compared with the revenue income target, totalling £0.633M. It should be noted however that this estimated position does not represent a revenue benefit / underspend, and that it indicates that the revenue budget will overachieve on its current income target of £12.036M, subject to works programming etc. In practice, this over achievement of income is expected to be offset by additional costs in completing this programme of works.
- 8.13 A summary of the above financial implications is attached at Appendix A.

9. Employee implications

- 9.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Environment and Transport Service, Core Services, Economic Regeneration Service and Culture, Housing and Regulation Service, although the cross cutting nature of the work undertaking on the highway mean interaction with all Council Services is potentially likely at some point.
- 9.2 The balancing of workload to available staff resources will still be a challenge for 2018/19. Although the focus is on business and financial priorities, pressures on delivery will inevitably mean that the use of external sub-contractors, consultants and overtime will be necessary to deliver the programmes.
- 9.3 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, traffic management and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g. roadmarkings.
- 9.4 Failure to secure sufficient additional funding would require the service to consider how it could maintain its current structure. However, this has to be considered in the context that it is the same staff that also generates income to support the operation of the Service.

10. Communications implications

- 10.1 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.

11. Consultations

- 11.1 Consultations have taken place with representatives of the Executive Director Core Services;
- 11.2 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.

- 11.3 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.
- 11.4 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.

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

- 12.1 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;
 - Providing improved walking and cycling opportunities 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; and
 - Working with SYPTE and bus operators to improve bus punctuality, safety, cleanliness and air quality.

13. Promoting equality, diversity and social inclusion

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

14. Tackling health inequalities

- 14.1 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.
- 14.2 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.
- 14.3 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.

- 14.4 The Barnsley Bus Partnership was established in January 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.
- 14.5 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.

15. Reduction of crime and disorder

- 15.1 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.

16. Risk management issues

Key Risk Affecting Funding for Local and Strategic Schemes:

- 16.1 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.
- 16.2 Historically, the Service has been focussed on a delivery model that provides maximising deliverable schemes. The current operating model for the service is focused on financial and business drivers. This will inevitably lead to tensions in balancing tangible delivery against income generation and furthermore, spend.
- 16.3 The mechanism which is used to recharge budgets for the delivery of schemes been updated and has see the price of carrying out works increase. This updated mechanism is the first of an incremental number of changes that will continue change and improvement to meet business and financial targets and challenges. 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

- 16.4 Funding for work is delivered using the LTP-themed Integrated Transport (ITB) and Maintenance (MB) Blocks and internal, capitalised revenue through a prudential borrowing exercise. There is a concern for funding in future years, with the absence of funding clarity, that there will be insufficient funding to cover our HET income liabilities.
- 16.5 From 2018/19, the level of ITB is expected to remain constant to 2021 (with no announcement of funding for 2021 – 2022). However, it must be noted that the allocation to 2021 is currently indicative only as no confirmation from the DfT has been received. If confirmation is not forthcoming, there will be no capital, Integrated Transport funding in 2018/19.
- 16.6 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, known as the Key Route Network, but which cross geographically Barnsley, Doncaster, Rotherham and Sheffield metropolitan areas. 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 passported through SCR directly to the Council.
- 16.7 It is, however, unlikely that the allocation of funding will be affected in 2018/19 as any Metropolitan Mayor will not be elected until May, which is after the start of the financial year. However, the uncertainty of how and funding received from the DfT into the SCR will be distributed remains a risk to the Council as there is the possibility of a significant reduction of external funding coming into the HET Service from 2019/20. Furthermore, the potential to vary the allocations received from the SCR year-on-year will make consistent programming and delivery difficult to predict with any certainty. This needs to be highlighted as a risk in the Medium Term Financial Plan.
- 16.8 A further consideration that may arise with receiving funding through the SCR is the assurance process which the SCR has developed and applies to its funding. This process is unrealistically rigid and time consuming and does not support the fluidity and speed of change that schemes delivered through funding may need to vary.
- 16.9 The current assurance process focuses in on the GVA (Gross Value Added) delivered by the funding allocated through the SCR. GVA measures the contribution to the economy of the SCR by the investment the funding has supported. So, for example, the recent J36 Highway Scheme was constructed using funding allocated by SCR to construct the scheme, this unlocked access to allocated land enabling development that has and will continue to create jobs and business growth, which in turn will increase or add value to the economy within the SCR.
- 16.10 A fundamental problem of using GVA to allocated funding is that schemes such as maintenance schemes do not increase GVA as they do not add to the fabric of the SCR, realistically they retain an existing level of contribution.

This invariable means that maintenance schemes realistically cannot compete in funding opportunities with schemes that deliver a positive, increased GVA. Since the SCR Assurance process is predicated on achieving GVA, funding for maintenance schemes will always be disadvantaged.

17. Health, safety and emergency resilience Issues

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

18. Compatibility with the European Convention on Human Rights

- 18.1 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 Executive Director, Core Services and has operated for some time.

19. Conservation of biodiversity

- 19.1 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.

20. Glossary

DfT	Department for Transport
IT	Integrated Transport
HET	Highways, Engineering and Transportation Service
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
SYPT	South Yorkshire Passenger Transport Executive
CDM	Construction, Design and Management Regulations 2015

21. List of appendices

- Appendix A - Financial Implications of the Programmes
Appendix 1 – Integrated Transport Programme 2018/19
Appendix 2 – Maintenance Programme 2018/19
Appendix 3 – Maintenance Scheme Programme 2018/19: Detailed List of Schemes
Appendix 4 – Revised Capital Investment Programme

22. Background papers

The South Yorkshire LTP3 Strategy and Implementation Plan 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

Date: 9/01/2018