

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday, 21 October 2020
TIME:	10.00 am
VENUE:	THIS MEETING WILL BE HELD VIRTUALLY
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

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 7th October, 2020 (Cab.21.10.2020/3)
(Pages 5 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.21.10.2020/4)
5. Action Taken under Paragraph B6 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.21.10.2020/5)
(Pages 9 - 10)

Petitions

6. Petitions received under Standing Order 44 (Cab.21.10.2020/6)

Items for Decision/Recommendation to Council

Core Services Spokesperson

7. Health and Safety Report 2019/2020 (Cab.21.10.2020/7) (Pages 11 - 38)

Adults and Communities Spokesperson

8. The South Yorkshire Violence Reduction Unit (Cab.21.10.2020/8)
(Pages 39 - 46)

Environment and Transportation Spokesperson

9. Revised Highways Capital Programme 2020/21 (Covid-19) (Cab.21.10.2020/9)
(Pages 47 - 76)
10. Exclusion of Public and Press
It is likely that the public and press will be excluded from this meeting during consideration of the items so marked because of the likely disclosure of exempt information as defined by the specific paragraphs of Part I of Schedule 12A of the Local Government Act 1972 as amended, subject to the public interest test.

Joint Children's and Place (Regeneration and Culture) Spokespersons

11. Proposal to run a Presumption Competition to Establish a new Primary School in the Borough (Cab.21.10.2020/11) *(Pages 77 - 84)*

Reason restricted:

Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

Regeneration and Culture Spokesperson

12. Acquisition of Four New Build Properties off Ravenfield Drive, Smithies (Cab.21.10.2020/12) *(Pages 85 - 96)*

Reason restricted:

Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

13. Hoyland West Masterplan - Proposed Relocation of Rockingham Sports Ground (Cab.21.10.2020/13) *(Pages 97 - 116)*

Reason restricted:

Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

14. Proposed Sale of Land off Barnburgh Lane, Goldthorpe (Cab.21.10.2020/14) *(Pages 117 - 130)*

Reason restricted:

Paragraph (3) Information relating to the financial or business affairs of any particular person (including the authority holding that information)

To: Chair and Members of Cabinet:-

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

Cabinet Support Members:

Councillors Charlesworth, Franklin, Frost, Saunders, Sumner and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Matt Gladstone, Executive Director Place

Melanie John-Ross, Executive Director Children's Services

Wendy Lowder, Executive Director Adults and Communities

Shokat Lal, Executive Director Core Services

Julia Burrows, Director Public Health

Neil Copley, Service Director Finance (Section 151 Officer)

Martin McCarthy, Service Director Governance, Member and Business Support

Garry Kirk, Service Director Legal Services

Michael Potter, Service Director Business Improvement and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Martin McCarthy on email governance@barnsley.gov.uk

Tuesday, 13 October 2020

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MEETING:	Cabinet
DATE:	Wednesday, 7 October 2020
TIME:	10.00 am
VENUE:	THIS MEETING WILL BE HELD VIRTUALLY

MINUTES

Present Councillors Houghton CBE (Chair), Andrews BEM, Bruff, Frost (on behalf of Cheetham), Gardiner, Howard, Lamb and Platts

Members in Attendance: Councillors Franklin, Saunders and Tattersall

338. Declaration of pecuniary and non-pecuniary interests

Councillor Platts declared a non-pecuniary interest as a relative has applied for funding from the shop front improvement scheme in respect of Minute Number 347.

339. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 23rd September, 2020 had been called in.

340. Minutes of the previous meeting held on 23rd September 2020 (Cab.7.10.2020/3)

The minutes of the meeting held on 23rd September, 2020 were taken as read and signed by the Chair as a correct record.

341. Decisions of Cabinet Spokespersons (Cab.7.10.2020/4)

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

342. Petitions received under Standing Order 44 (Cab.7.10.2020/5)

RESOLVED that the report notifying the receipt of the following petitions be noted and the recommended actions for responding to them be endorsed:-

- (a) Containing the signatures of 156 signatories, in respect of Pedestrian safety in Staincross mainly relating to Shaw Lane, Greenside, Paddock Road and Staincross Common.

Having considered the request in detail the Traffic Team does not support this request as the existing provision of informal crossing points is adequate for the nature of the roads in question. Our knowledge of this location is that there are gaps in traffic flow, with good visibility and it is highly unlikely to meet the requirement for a formal crossing facility. In addition, the accompanying "zig-zag" marking would have a direct impact on access to a number of properties in the area and the views of those residents would need to be sought and

considered before making any permanent changes. We will send a request South Yorkshire Police's Safety Camera Manager to ask that that speed enforcement is undertaken in this locality.

343. Barnsley Council Annual Customer Feedback Report - Complaints, Compliments, Comments and Learning - April 2019 to March 2020 (Cab.7.10.2020/6)

RESOLVED that the information contained in the Annual Customer Feedback report for the period April 2019 to March 2020, as required under the complaints legislation, and detailed in the report now submitted, be agreed.

344. Regionalisation of Adoption in South Yorkshire (Cab.7.10.2020/7)

RESOLVED:-

- (i) that the progress made on the regionalisation of adoption in South Yorkshire and approves the Authority's formal involvement as a constituent member of the South Yorkshire Regional Adoption Agency (SYRAA) with effect from January 2021, as detailed in the report be noted; and
- (ii) that Option 3 Convening of South Yorkshire Regional Adoption Agency (SYRAA) with joint management structure, under a partnership arrangement and pooled budget as the preferred option, be agreed.

345. Sustainable Energy Action Plan (SEAP) - Zero Carbon Engagement, Governance and Delivery Proposals (Cab.7.10.2020/8)

RESOLVED:-

- (i) that the Council's Sustainable Energy Action Plan, as detailed in Appendix 1 of the report now submitted, be approved;
- (ii) that approval be given to plan to procure and appoint one or more organisations to support Barnsley Council officers with strategic expertise to develop a specialist engagement framework and a 'road map' to show how we achieve net zero carbon and to develop a framework to measure performance;
- (iii) that the proposed governance structure which includes the establishment of an externally focussed partnership, and an internally focused group which will both report into the emerging Barnsley 2030 Board arrangements, be approved;
- (iv) that the Council demonstrates civic leadership in order to increase carbon awareness by ensuring governance arrangements adequately identify and assess carbon impacts of our future activities. Page 113 Cab.7.10.2020/8 2, be agreed; and
- (v) that the zero carbon targets set by Cabinet in September 2019 be redefined as net zero targets aligning us with government ambitions, be approved.

346. Tree Risk Management Framework 2020-25 (Cab.7.10.2020/9)

RESOLVED:-

- (i) that the Tree Risk Management Framework 2020-25, as set out in Appendix 1 to the report now submitted, be noted;
- (ii) that the adoption of a proactive risk-based tree management approach for the tree population residing on council land, be approved; and
- (iii) that approval be given to receive a future report on the first full year of operation of the proactive risk management approach.

347. Principal Towns Investment Programme (Cab.7.10.2020/10)

RESOLVED:-

- (i) that approval be given to approve the release of capital resource to establish the Principal Towns phase 2 programme as outlined below;
- (ii) that the establishment of a feasibility fund supporting the development of place shaping proposals for the Principal Towns of Cudworth, Royston, Hoyland, Penistone and Wombwell, be agreed;
- (iii) that all feasibility proposals be submitted to the Principal Towns Board for consideration and referred to the Capital Oversight Board for final approval, be noted;
- (iv) that additional resource allocated to the shop front improvement scheme to assist with the post Covid-19 recovery of the high streets within Principal Towns and local high streets;
- (v) that development of regeneration proposals within Local Centres as outlined in this report, be noted;
- (vi) that all regeneration proposals developed will be aligned to existing local area priorities, fully support the emerging Barnsley 2030 plan and inclusive economic aspirations ensuring that residents, communities and businesses directly benefit from the growth activity delivered, be noted;
- (vii) that approval be given to extend the current Principal Towns team roles to 31st March 2023 to deliver the programme.

348. Award of A628 Dodworth Road/Broadway Junction Main Civil Works Contract (Cab.7.10.2020/11)

RESOLVED that the report be noted.

349. 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>
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350	Paragraph 5
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350. Award of A628 Dodworth Road/Broadway Junction Main Civil Works Contract (Cab.7.10.2020/13)

RESOLVED:-

- (i) that the progress of the delivery of the approved A628 Dodworth Road / Broadway Junction Improvement scheme (Cab.25.07.2018/15), as detailed in the report submitted, be noted;
- (ii) that approval be given to the award of the main civil works contract outlined in Section 4, noting the financial implications (as detailed in Section 7, Financial Implications);
- (iii) that the release of additional monies from the Council's capital reserves (as detailed in Section 7, Financial Implications) to support the delivery of the civil works contract and also accommodate wider project cost increases arising since project approval was granted in 2018, be approved;
- (iv) that the Executive Director of Place be authorised to undertake all necessary steps to ensure continued delivery of the scheme.

.....
Chair

BARNSELY METROPOLITAN BOROUGH COUNCIL

**REPORT OF THE EXECUTIVE DIRECTOR
CORE SERVICES**

**Action Taken under Paragraph B6 of the Responsibility for Executive Functions –
Officer Delegations Contained in the Council Constitution**

1. Purpose of Report

To inform Cabinet of action taken as a matter of urgency under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution.

2. Recommendations

That the action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report, be noted.

3. Background

Individual actions taken following consultation with the appropriate Cabinet Spokesperson are detailed by Cabinet Portfolio in the Appendix to this report. In accordance with Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution these actions are reported into the next available Cabinet meeting.

4. Implications

There are no local area, crime and disorder, financial, employee or human rights implications arising directly from this report.

5. Background Papers

Decision notices of action taken under Paragraph B6 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution available for inspection in the Council Governance Unit, subject to the notice not containing personal information as defined by the Data Protection Act 1998 or exempt information as described in Schedule 12A of the Local Government Act 1972.

Officer Contact: Martin McCarthy
Date: October 2020

Email: governance@barnsley.gov.uk

**Action Taken under Paragraph B6 of the Responsibility for Executive Functions –
Officer Delegations Contained in the Council Constitution**

	<u>Date of Decision</u>
1. <u>Authorisation of:-</u>	
<ul style="list-style-type: none"> • The Health Protection (Coronavirus, Collection of Contact Details etc and Related Requirements) Regulations 2020; and • The Health Protection (Coronavirus, Restrictions) (Obligations of Hospitality Undertakings) (England) Regulations 2020 	30 th September, 2020

To amend the BMBC Scheme of Delegation to Executive Officers in respect of the delegations afforded to the Service Director Legal Services, authorising offices under the Health Protection (Coronavirus, Collection of Contact Details etc and Related Requirements) Regulations 2020 and the Health Protection (Coronavirus, Restrictions) (Obligations of Hospitality Undertakings) (England) Regulations 2020.

BARNSLEY METROPOLITAN BOROUGH COUNCIL

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

**Report of the Executive
Director Core Services**

Health and Safety Report 2019/2020

1. Purpose of Report

This report seeks to present issues raised in the 2019/2020 Health and Safety Report. The 2019/2020 report provides a comprehensive overview of health and safety performance within the Authority.

2. Recommendations

- 2.1 That the Authority's health and safety performance for is noted and continuous efforts made to improve upon performance in this area.

3. Introduction

3.1 Health and Safety Report 2019/2020: Executive Summary

3.1.1 The year April 2019 to March 2020 has seen further improvements in the Council's health and safety performance and also the implications of challenges faced in delivery of these services and maintenance of this performance. Positive indicators seen in 2019/2020 are shown below (with comparative data for 2018/2019 shown in parentheses):

- A decrease in reported accidents to 144 (151)
- A decrease in reported incidents of violence and aggression to 137 (163)
- The majority 77% (88%) of audits show a satisfactory level of compliance with the Council's governance arrangements for health and safety
- A decrease in RIDDOR recordable/reportable accidents to 18 (22) with 12 (13) over seven days injuries and 4 (8) over three-day injuries
- The Council's RIDDOR reportable accident performance when compared to national statistics remaining favourable (around a third lower than national rates)
- A decrease in the total number of employer's liability claims to 14 (18) with 9 (13) related to accidents and 5 (5) to work related ill health

3.1.2 However, some negative indicators are also seen:

- An increase in specified 'major' injuries to 2 (1)
- A worsening of compliance with requirements to develop risk assessments to 64% (68%) – (66% (77%) corporately and an improvement to 59% (50%) in schools)
- An increase in days lost due to accidents to 943 (583) (with 8 accidents accounting for 87% (825) of days lost of which 2 accidents accounted for

43% (404 days)

- An increase in days lost due to violence and aggression to 97 (16)
- An under-reporting of near miss accidents and presumed lower level incidents of violence and aggression

Overall a number of opportunities for improvements exist with these outlined below along with proposals to address them (opportunities have been grouped):

Priority identified in 2019/2020	Action required in 2020/2021
1. Accident reduction through improvement in risk assessment development and risk control. Whilst there has been a decrease in overall RIDDOR reportable/recordable incidents there has been an increase in specified major injuries and days lost. This is accompanied by a decrease of 4% in risk assessment compliance with in 64% of accidents recorded the manager stating that no risk assessment was available or in the wider sense applicable to the work being undertaken at the time of the accident. The results of audits substantiate the lower than expected development and implementation of risk assessments.	Need for Business Units to ensure that all required risk assessments are completed, and risk controls implemented and monitored following the guidance and templates available – this will address issues relating to the number and severity of accidents and risk assessment compliance.
2. The reporting of 'near misses' remains lower than expected	Specific campaign to be developed and implemented to reiterate the reporting of all accidents and incidents and in particular near misses in order to restate the need for employees to report all incidents and for managers to encourage and respond positively to reports received.
3. Whilst the majority of audit scores are 'satisfactory' there is room for improvement in terms of compliance. Audit scores are generally overall lower than in 2018/2019. The main finding has been a lack of documentary and recorded evidence to substantiate the audit responses, i.e. the proof to demonstrate satisfactory practice – this is reflected in the common opportunities for	Business Units to review and implement the Council's occupational health and safety management system within services to ensure that they have suitable, sufficient and proportionate arrangements to operationally manage health and safety.

improvement highlighted.	
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- 3.1.3 Despite these negatives, reflecting the Council's overall performance in this area, the Council has not experienced any formal enforcement action by the Health and Safety Executive or South Yorkshire Fire and Rescue and achieved the Royal Society for the Prevention of Accidents (RoSPA) Order of Distinction for Occupational Safety and Health and the British Safety Council International Safety Award.



This year reiterates the need for a greater reliance on Business Units to fulfil aspects of the overall health and safety function and ensure that good health and safety practice is embedded and evidenced within services.

3.2 **Overview of the content of the Health and Safety Report 2019/2020**

- 3.2.1 The report identifies the major causes and effects of accidents to employees and outlines remedial, responsive and proactive measures to reduce the risk of injury and work-related ill-health.
- 3.2.2 This report contains data in respect of the causes of accidents, the types of injury occurring, and the parts of body injured. Also incorporated is a summary, provided by the Service Director Finance, of Employer's Liability Claims.
- 3.2.3 The report deals with the issue of work-related violence and aggression to employees. It outlines the number of reported work-related violent incidents to employees. It also provides details of the services of the Health, Safety and Emergency Resilience Service as they relate to statutory occupational health.

4. **Proposal and justification**

- 4.1 Accept the annual Health and Safety Report 2019/2020 as a summary of current health and safety performance within the Authority. This supports the Corporate Health and Safety Policy, the statutory requirement for the management of health and safety and internal governance arrangements.

5. **Consideration of alternative approaches**

- 5.1 Due to the nature of this report, alternative approaches are not considered. However, as discussed above, the current challenges faced by the Council may lead to further reports to Cabinet on this matter in due course.

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

- 6.1 The Report emphasises the need for maintained focus on the overall health and safety

function in order to uphold standards of health and safety for local people who interact with or receive the Council's services.

7. Financial implications

- 7.1 Whilst there are no financial implications stemming directly from the report, unless health and safety matters are continually addressed, any related costs related to accidents, incidents etc. may escalate.
- 7.2 The Health, Safety and Emergency Resilience Service, by development and implementation of the Occupational Health and Safety Management Strategy, can develop policies and procedures on health and safety, but without the day to day commitment of senior managers, managers, and those in supervisory roles, to ensure that these policies and procedures are effected, these measures are impotent
- 7.3 The report gives a detailed breakdown of the total number of accidents reported in 2018/2019 for the Authority, and the number of these that resulted in the injured person being absent from work.

8. Employee implications

- 8.1 The Report emphasises the need for maintained focus on the overall health and safety function in order to uphold standards and prevent injury, ill health or other losses to employees and maintain employee welfare.

9. Legal implications

- 9.1 The report assists the Council to fulfil its statutory duties under the Health and Safety at Work etc. Act 1974 and associated legislation

10. Customer and digital implications

- 10.1 There are no foreseen implications of this report.

11. Communications activity

- 11.1 There are no foreseen implications of these proposals.

12. Risk management issues

- 12.1 The report contributes to the Council's strive to maintain high standards of health and safety. The report identifies risks and proposes appropriate control measures.

13. Health, safety and emergency resilience issues

- 13.1 The report assists the Council to fulfil its statutory duties under the Health and Safety at Work etc. Act 1974 and associated legislation. The report supports the Council's Corporate Health and Safety Policy.

14. Consultations

- 14.1 The Council's Core Service Directorate Management Team and Senior Management Team have been consulted on the Health and Safety Report 2019/2020 and support the content and recommendations within.

15. Glossary

15.1 Not applicable

16. List of appendices

16.1 Not applicable.

17. Background papers

17.1 Health and Safety Report 2019/2020.

Report author: Simon Dobby; Head of Corporate Health, Safety and Emergency Resilience

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◀ OUR VISION ▶

WORKING TOGETHER FOR

A BRIGHTER FUTURE

A BETTER BARNSELY

Health and Safety Report 2019/2020



CLEAR VISION AND VALUES • CUSTOMER FOCUS • COMMERCIAL AND BUSINESS ACUMEN • EFFECTIVE DELIVERY OF PROJECTS AND PROGRAMMES • INNOVATIVE AND MANAGED RISK TAKING • LEARNING ORGANISATION • LEADERS AT EVERY LEVEL • FLEXIBLE WORKFORCE • WORKING TOGETHER • ENABLING OTHERS

Executive Summary

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3. Whilst the majority of audit scores are 'satisfactory' there is room for improvement in terms of compliance. Audit scores are generally overall lower than in 2018/2019. The main finding has been a lack of documentary and recorded evidence to substantiate the audit responses, i.e. the proof to demonstrate satisfactory practice – this is reflected in the common opportunities for improvement highlighted.	Business Units to review and implement the Council's occupational health and safety management system within services to ensure that they have suitable, sufficient and proportionate arrangements to operationally manage health and safety.

Despite these negatives, reflecting the Council's overall performance in this area, the Council has not experienced any formal enforcement action by the Health and Safety Executive or South Yorkshire Fire and Rescue and achieved the Royal Society for the Prevention of Accidents (RoSPA) Order of Distinction for Occupational Safety and Health and the British Safety Council International Safety Award.



This year reiterates the need for a greater reliance on Business Units to fulfil aspects of the overall health and safety function and ensure that good health and safety practice is embedded and evidenced within services.

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Performance management is integral to good business practice. The aim of this annual Health and Safety Report is to assist in the continuous improvement of health and safety within the Council. The Health, Safety and Emergency Resilience Service extends its thanks to the Financial Services for their assistance and contribution to the compilation of this Report. In addition, the Health, Safety and Emergency Resilience Service extends its gratitude to all Directorates, Business Units, Services and employees at all levels for their continued efforts, assistance and contribution to the Council's health and safety record.

There are legal, moral and business reasons for managing health and safety in a suitable and sufficient manner. The overall health and safety function within the Council involves all employees at all levels. United Kingdom health and safety legislation requires organisations to ensure the health, safety and welfare of their employees and others who may be affected by their work activities. The general duties are contained within the Health and Safety at Work etc Act 1974. The Management of Health and Safety at Work Regulations 1999 reinforce the general duties contained within the 1974 Act. As their name suggests these Regulations relate directly to the management of health and safety and require that various measures be taken. The Regulations detail requirements for arrangements to be in place to manage operations with regard to health and safety. The Health and Safety Executive develop and issue 'Approved Codes of Practice' that detail how organisations can comply with their corresponding Regulations.

By its nature work cannot be entirely hazard free. However, it can be managed to minimise risks and the effects on employees and the Council. Therefore, the Council needs robust management systems to ensure that it manages health and safety in an appropriate and proportionate manner.

The Council has a fully documented health and safety management system that also encompasses emergency resilience, which is based on the international standard ISO 45001 Occupational Health and Safety Management (and its predecessor UK national standard BS 18001) along with standards produced by the Health and Safety Executive.

2 Health and safety priorities 2019/2020

To focus health, safety and emergency resilience efforts, performance targets were set for 2019/2020 based on the Council's performance in 2018/2019. The Corporate Health and Safety Policy includes the targets that:

1. All Business Units and/or Services will implement the Council's Occupational Health and Safety Management System to a standard that would meet the Health, Safety and Emergency Resilience Service's "Good" rating upon audit, with an increased good rating of 90%.
2. Each Business Unit and/or Service (as appropriate) will produce all required risk assessments.
3. Each Business Unit and/or Service (as appropriate) will have an action plan to implement the health and safety competencies detailed in Section 8 of the Corporate Health and Safety Policy.

In addition, a number of opportunities for improvement were identified in the 2018/2019 Health, Safety and Emergency Resilience Report:

1. Reporting of near misses is far lower than reasonably expected
2. The majority of reported accidents have basic causes indicating the need to focus on basic health and safety management
3. Reports of violence and aggression account for the majority of incidents reported

3 Health and safety performance¹

3.1 Accidents and incidents

Accident and incident data provide 'reactive' information on the health and safety performance of the Council. In addition, the collation, and as necessary subsequent reporting, of accident data is a requirement of the Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 (in addition to the general requirements of the Social Security (Claims and Payments) Regulations 1979). In this report accidents are defined as 'separate, identifiable, unintended incidents, which cause physical injury (accident) or could have caused injury (near miss)'.

3.1.1 Accidents to employees

Figure 1 below details the number of accidents by Directorate, indicates the reporting rate of accidents and compares the Council incident rate to national data published by the Health and Safety Executive (HSE). Figure 2 then categorises the accidents by cause, injury and part of body injured.

Several key points arise from the information in Figure 1 (see data with superscript references):

- (1) Days lost in 2019/2020 show a 62% increase on 2018/2019. Of the days lost one accident resulted in 222 days lost from a slip/trip injury (primary school) resulting in a broken hip, another accident resulted in 182 days lost from a slip/trip injury (neighbourhood services) resulting in a sprain to leg. 421 days lost (5 accidents) were attributed to a single service (ranging from 67 – 75 days lost – slips and trips, road traffic collision and hit by moving object), with 73 days lost at one school – these accounted for 825 days lost (87%). Overall the RIDDOR recordable/reportable accidents account for 909 days lost (96%). The remaining lost time incidents (10) account for the balance of days lost (34 days).
- (2) National incident rate figures for the total number of accidents are unavailable due to the HSE only compiling figures for accidents reportable to the enforcing authority under the RIDDOR legislation. The HSE's extrapolated incident rate is calculated by "scaling up" the HSE's annually published estimated figure for the reporting of accidents. The latest available national data is for 2018/2019 and the HSE acknowledge that non-fatal injury data "is subject to significant under-reporting "is subject to substantial under-reporting (current levels of reporting for employees is estimated to be at around a half" (source <https://www.hse.gov.uk/statistics/pdf/riddor-background-quality-report.pdf?pdf=riddor-background-quality-report>, accessed 03/08/2020) and <https://www.hse.gov.uk/statistics/tables/index.htm#riddor> (RIDHIST table, table 3, accessed 03/08/2020). To allow comparison with the Council's data in which due to robust absence management policies the assumed level of over 7-day accident reporting is 100%, the HSE figure (189 per 100,000 employees) is adjusted to per 1,000 employees and doubled.
- (3) Whilst the Council's over 7 day incident rate is below the HSE national figure and this would be expected to continue in future years, some fluctuation in accident numbers and rates should be expected. Whilst the Council employs people and continues to directly provide a full range of services, there will be accidents and ill health and therefore a natural plateauing of performance should be expected.
- (4) In addition, for every 1 RIDDOR accident a further 189 near miss accidents would be expected. Application of this indicates that for the 18 RIDDOR reportable/recordable accidents reported in 2019/2020, 3,402 no injury 'near misses' accidents would *statistically* be expected (which although a high number equates to around 1 for each employee per year). However, only 153 such accidents were reported in 2019/2020 indicating a continued significant under-reporting of such incidents in the Council (despite a large, particularly in percentage terms, increase on the

¹ Performance data excludes other Council associated organisations (Berneslai Homes, NPS (Barnsley)) and academy/trust schools.

11 reported in 2018/2019. Services are encouraged to report these incidents and the need for this continuing to be included in the health and safety training provided by the Health, Safety and Emergency Resilience Service). Therefore, an extremely valuable source of intelligence is being lost as analysis of the causes of near miss accidents would better inform risk control measures that would in turn lead to accident prevention. This highlights the need for reiteration of the need to report accidents/incidents rather than injuries – i.e. report any and all incidents which occur rather than solely those where an injury occurred. The processes are in place within the Council to report such incidents and the need for their reporting is included in the baseline health and safety training provided by the Health, Safety and Emergency Resilience Service. Therefore, all departments are again actively requested at every opportunity to restate the need to report near miss accidents.

- (5) The reporting rate of accidents from 2018/2019 to 2019/2020 shows an increase in confidence in the level of accident reporting within the Council. Whilst if it was 100% it would be unreliable to assume that all accidents are reported, this is an indication of the reporting of all incidents so that action can be taken to prevent recurrence.

The causes of accidents and the injuries sustained detailed in Figure 2 again stress the need for a “*back to basics*” approach to accident and incident prevention by the regular inspection of workplaces for hazards and risks and application of the risk control hierarchy – basic risk assessment and control. When considering the control measures required the ERCSP hierarchy must be considered by asking:

1. Can the work activity realising the hazards and risks be **eliminated**? If not,
2. Have the hazards and risks been **reduced**? If not,
3. Has exposure to the hazards and risks been **controlled**? If not,
4. Have appropriate **safe systems of work** been implemented, including safe working procedures and appropriate information, instruction and training? If not, and as a last resort,
5. Has appropriate **personal protective equipment** been issued?

However, albeit that the above control measures must be viewed as a hierarchy suitable and sufficient risk control measures are likely to be a combination of control measures.

Directorate	Reported accidents (received by the Health, Safety and Emergency Resilience Service)	Lost time accidents (i.e. those which resulted in an employee recording absence from work)	RIDDOR 'recordable' over 3 day accidents	RIDDOR 'reportable' over 7 day accidents	RIDDOR 'reportable' specified injury accidents	First aid accidents (i.e. those which resulted in an employee seeking first aid)	Medical treatment accidents (i.e. those which resulted in an employee attending hospital or their GP)	Days lost due to accidents
Communities	10	1	1	0	0	0	3	4
People	33	0	0	0	0	10	1	0
Place	41	14	1	10	1	3	20	604
Core	11	1	1	0	0	5	2	6
Public Health	3	1	1	0	0	1	0	7
Primary Schools	38	6	0	1	1	15	8	300
Secondary/ Through Schools	8	1	0	1	0	1	1	22
Total	144	24	4	12	2	35	35	943
Incident rate per 1,000 employees*	29.8	5.0	0.8	2.5	0.4	7.3	7.3	
			HSE published RIDDOR reportable over 7 day incident rate ⁽²⁾⁽³⁾	3.8				
Accident reporting rate	129		18			119		100+%
	Minor accidents (total – RIDDOR recordable/reportable)		Number of individual accidents which were RIDDOR recordable and/or reportable (i.e. excluding the duplications where a recordable accident was in addition reportable)			Expected number of minor accidents (where for every 1 RIDDOR recordable/reportable accident, 7 minor injury accidents would be expected) ⁽⁴⁾		Accident reporting rate ⁽⁵⁾ (reported minor accidents v. expected minor accidents)
2018/2019	151	28	8	13	1	46	38	583
			22					

Figure 1: reported accidents by Directorate (with where applicable incident rates per 1,000 employees in parentheses)

$$* \text{ Incident Rate} = \frac{\text{Total Number of Accidents}}{\text{Number of Persons Employed}^2} \times \text{Unit Number of Employees (1,000)}$$

Main cause of accident	Number of accidents	Part of body	Number of accidents	Type of injury	Number of accidents
Slipped, tripped or fell on the same level	48	Upper limb	46	Sprain/ Strain	43
Hit by a moving, flying or falling object	44	Lower limb	40	Bump/ Bruising	36
Injured while handling, lifting or carrying	17	Back/trunk	16	Cut/ Laceration	20
Hit by something fixed/stationary	11	Head	12	Burn	12
Road Traffic Collision	6	No Injury/near miss	10	No injury/near miss	12
Hazardous Substance	5	Abdomen	7	Break/fracture	6
Needlestick/sharps injury	4	Face	6	Distress	5
Fell from height	3	Eyes	5	Other	3
Injured by an animal	2	Chest	1	Foreign body	3
Use of equipment/machinery	1	Ear	1	Bite	3
Contact with electricity	1			Needlestick/sharps injury	1
Fire/explosion	1				
Choking	1				
Total	144	Total	144	Total	144

Figure 2: causes of accidents, part of body injured and type of injury

² Using a total headcount of 4,826 (corporate and schools)

3.1.2 Accidents to non-employees

The Reporting of Injuries, Diseases and Dangerous Occurrences Regulations 2013 additionally require reports to be made in relation to 'persons not at work': accidents to members of the public or others who are not at work must be reported if they result in an injury and the person is taken directly from the scene of the accident to hospital for treatment to that injury. Accidents are only reportable if they happen 'out of or in connection with work'. The fact that there is an accident at work premises does not, in itself, mean that the accident is work-related – the work activity itself must contribute to the accident. In 2019/2020 no such accidents were reported.

3.1.3 Aggression and violence to employees

Violent incidents are defined as:

- Any intentional acts that cause apprehension, fear, psychological or physical injury to an employee arising out of or in connection with their authorised duties
- The deliberate damage to the property or belongings of an employee that is attributable to the carrying out of duties on behalf of the Council.

The Council's violent incident categories are: physical violence, aggression, verbal, sexual or racial abuse, and intentional damage to property.

Figure 3 below details the number of incidents of violence and aggression by Directorate. Figures 4, 5 and 6 then categorises the accidents by type of incident, part of body injured and injury.

Directorate	Reported incidents of violence and aggression	Days lost due to incidents of violence and aggression
Core	2	0
Communities	10	0
People	37	7
Place	42	90
Public Health	3	0
Primary Schools	43	0
Secondary/Through Schools	0	0
Total	137	97
2018/2019	163 (37.9)	16

Figure 3: incidents of violence and aggression by Directorate (with where applicable incident rates per 1,000 employees in parentheses)

Several key points arise from the information in Figure 3:

- (1) A decrease in the reported number of violent incidents in 2019/2020, with reported violent incidents decreasing by a total of 26 from 2018/2019.
- (2) An increase in days lost due to incidents of violence and aggression increasing of 81 days (with one incident accounting for 71% of absence).
- (3) There is a higher incidence of 'violent' incidents within Place, People and Schools. This disparity reflects the nature of the work carried out and encountering some of the Council's most challenging clients. This reiterates the need for an assessment to be carried out on clients of the

Council when receiving any service ranging from social care to compulsory education to ascertain their requirements from *both* the client's and employee's perspective. There is a need for ensuring that the resources available for clients are appropriate to their needs, whilst also ensuring that the safety of employees, who are entrusted with the provision of services for these clients, is not compromised.

Again, key points arise from the information in Figures 4, 5 and 6:

- (1) Physical violence accounts for 32% of incidents with aggression accounting for 23%, verbal abuse accounting for 28% and behavioural difficulties accounting for 15%. Cumulatively physical violence, aggression, verbal abuse and behavioural difficulties account for 98% of reported incidents.

The Council has a firm 'zero tolerance' policy towards violence and aggression to staff that has been used effectively in holding perpetrators to account. However, this policy needs to be reiterated to clients, customers, service users etc. by front-line services and incidents reported so that valuable information can be utilised in the risk assessment process.

- (2) Just over half of incidents (51%) resulted in no injury/impact on the employee.
- (3) An increase in days lost due to incidents of violence and aggression increasing from 16 from to 97 (with two incidents, one accounting for 93% of absence and the other one accounting for 7%).

Directorate	Aggression	Physical violence	Weapon	Verbal Abuse	Behavioural difficulties	Mental illness	Total
Core	0	0	0	2	0	0	2
Communities	3	0	0	6	0	1	10
People	10	16	1	0	10	0	37
Place	8	4	1	28	1	0	42
Public Health	1	0	0	2	0	0	3
Primary Schools	9	24	0	0	10	0	43
Secondary/Through Schools	0	0	0	0	0	0	0
Total/Overall	31	44	2	38	21	1	137

Figure 4: types of incidents of violence and aggression

Part of body	Number of incidents
No Injury	63
Multiple Injuries	25
Upper Limb	22
Lower Limb	13
Head/Face	9
Back/Trunk	5
Total	137

Figure 5: part of body injured in incidents of violence and aggression

Type of injury	Number of incidents
No physical injury	70
Bruise	28
Cut/Graze	14
Bite	13
Sprain / Strain	5
Distress	4
Fracture	3
Total	137

Figure 6: type of injury in incidents of violence and aggression

3.1.4 Specified injury analysis

In 2019/2020 two specified injury to a Council employee was recorded. One of the accidents was from a member of school staff who was walking across the outdoor play area, trying to avoid 2 pupils on bikes stumbled and fell onto the floor resulting in a broken hip. The second specified accident was from a member of school transport staff who was attending to a child whilst the bus was in transit at which point the bus broke sharply to avoid another vehicle, resulting in the employee falling onto the floor breaking her arm.

The recording of both specified injuries is based upon the outcome of an accident rather than the root cause. Therefore an element of providence is involved in the occurrence of a specified injury. For example, the same simple slip or trip may result in a range of outcomes and therefore focussing on the outcome rather than the cause of the accident misses what should be the crux of the matter.

3.2 Work related ill-health

For several years data relating to work-related ill-health have been included in Health, Safety and Emergency Resilience Reports. However, sickness absence data is comprehensively reported via the Council's Performance Management Framework. As data may vary depending on the date it was extracted from databases, where data is shown is different reports there may therefore be inconsistencies between published data. Therefore, detailed information relating to sickness absence will now only be included in Performance Management reports. However, for comparative purposes broad-brush data is shown below in Figure 7.

As with accidents and incidents it is accepted that the collation of work related ill health statistics can assist in improving health and safety within an organisation. The Council records the reported reasons for employee absences. Of the categories of absence reported it is considered that those concerning musculoskeletal illness and mental/emotional wellbeing issues are most likely to be associated with some aspect of work – that is not to state that these illnesses are caused by work but acknowledging that work may either directly or indirectly be associated with the illnesses, which indeed may be wholly attributable to factors outside work. However, regardless of the root cause the issue manifests itself at work and still leads to absence.

Year	Total absence days attributed to mental/emotional wellbeing related ill health	Number of absences attributed to mental/emotional wellbeing related ill health	Total absence days attributed to musculoskeletal related ill health	Number of absences attributed to musculoskeletal related ill health	Total absence days	Total number of absences
2015/2016	11,745	250	8,796	317	20,541	567
2016/2017	12,529	637	6,936	671	19,465	1,308
2017/2018	12,404	404	8,367	406	20,771	810
2018/2019	12,054	466	10,457	399	22,511	865
2019/2020	16,521	544	6,722	425	23,243	969

Figure 7: comparison of absences attributed to mental/emotional wellbeing and musculoskeletal related ill health from 2015/2016 to 2019/2020

3.3 Risk assessment

Risk assessment is a specific legal requirement of health and safety legislation and the basic building-block of the fundamental health and safety principle of the implementation of a safe system of work. The purpose of the risk assessment is to identify reasonable control measures to mitigate reasonably foreseeable risks. The Council's internal accident recording form (HS2(E)) Report of an accident to an employee) includes details of the risk assessments that relate to the work activities being undertaken at the time of the accident. The form asks managers and supervisors "had a risk assessment been carried out for the activity undertaken prior to the accident?" with a simple 'yes/no' response being given (the form additionally prompts managers to consider any wider risk assessments that were applicable such as workplace inspections, safe systems of work, care plans etc.). Subsequently the form asks, "has a risk assessment been reviewed/developed for the activity undertaken after the accident?" The response to these questions is logged by the Health, Safety and Emergency Resilience Service and is integral to its accident/incident recording and monitoring function, i.e. was there a risk assessment before the accident and after the accident was this reviewed or as necessary developed?

The information provided by managers and supervisors on the HS2(E) form has been collated below in Figure 8 which highlights:

- (1) A risk assessment had been undertaken for the work activity being carried out prior to the accident in 64% of incidents reported (66% corporately (decrease from 77%) and 59% in schools (increase from 50%)), a decrease on the 68% reported in 2018/19.
- (2) In 67% (60% in 2018/2019) of accidents the risk assessment was not initially reviewed thus indicating a lack of 'learning from the experience'. It is only by the review and as necessary revision of the risk assessment that action can be taken to prevent recurrence of the incident.

The reasons for managers/supervisors providing a negative response to questioning regarding the existence of risk assessments remain the same as those reported in past reports:

1. Managers/supervisors do not understand the importance of full and accurate completion of the accident form (the form becomes a disclosable document in the event of enforcement action or civil proceedings)
2. Time pressures mean that managers/supervisors do not check the existence of the risk assessments or know they exist
3. The documents do not exist (some evidence identified as part of audit would support this)

The consequences of not carrying out risk assessments may include:

- Prosecution/enforcement action due to breach of statutory duty
- An increased risk of injury/ill health to employees and others who may be affected by the Council's activities
- Increased losses to the Council
- Decreased ability to defend any civil actions brought against the Council

Arrangements are in place within the Council to undertake risk assessment and in view of this Business Units are requested to review their need for and application of risk assessment to ensure that the risks of all tasks undertaken by employees have been considered and reasonable precautions taken.

Directorate	Pre-accident Risk Assessment				Post-accident Risk Assessment			
	Number of accidents where a risk assessment was indicated as being completed for the activity prior to the accident	Percentage of accidents where a risk assessment was indicated as being completed for the activity prior to the accident	Number of accidents where a risk assessment was not indicated as being completed for the activity prior to the accident	Percentage of accidents where a risk assessment was not indicated as being completed for the activity prior to the accident	Number of accidents where, following the accident, a risk assessment was completed/ reviewed for the activity being undertaken prior to the accident	Percentage of accidents where, following the accident, a risk assessment was completed/ reviewed for the activity being undertaken prior to the accident	Number of accidents where, following the accident, a risk assessment was not completed/ reviewed for the activity being undertaken prior to the accident	Percentage of accidents where, following the accident, a risk assessment was not completed/ reviewed for the activity being undertaken prior to the accident
Communities	1	10%	9	90%	1	10%	9	90%
People	19	58%	14	42%	14	42%	19	58%
Place	33	80%	8	20%	22	54%	19	46%
Core	10	91%	1	9%	1	9%	10	91%
Public Health	2	67%	1	33%	1	33%	2	67%
<i>Corporate subtotal</i>	65	66%	33	34%	39	40%	59	60%
Primary Schools	21	52%	17	48%	5	13%	33	87%
Secondary Schools	6	75%	2	25%	4	50%	4	50%
Through School	0	0%	0	0%	0	0%	0	0%
<i>Schools subtotal</i>	27	59%	19	41%	9	20%	37	80%
Total/Overall	92	64%	52	36%	48	33%	96	67%
2018/2019	103	68%	48	32%	61	40%	90	60%

Figure 8: risk assessment analysis - responses provided to the question "had a risk assessment been carried out for the activity undertaken prior to the accident?" and the question "has a risk assessment been reviewed/developed for the activity undertaken after the accident?"

3.4 Enforcement action against the Council

During 2019/2020 the Council has not been issued with any formal notices or been the subject of any prosecutions from any of the enforcing authorities, namely the Health and Safety Executive (HSE, including notice of contravention), the Environment Agency or South Yorkshire Fire and Rescue Service. However, any and all incidents could potentially result in some form of investigation and Business Units should always remain prepared to support any investigation as necessary.

3.5 Health and safety audits

Audit data provides 'active' information on the health and safety performance of the Council. During 2019/2020 the Health, Safety and Emergency Resilience Service has continued to undertake a programme of health and safety audits. All audits carried out by the Service produced a score judged against pre-determined criteria. The scores achieving each category are:

- Grade A – good – 90% or above: The Business Unit and/or Service or school have/has achieved a satisfactory standard in managing health and safety with only a few improvements required (i.e. very few or no gaps/weaknesses exist, and controls are effective).
- Grade B – improving – 70 – 89%: The Business Unit and/or Service or school is not achieving an acceptable level of managing health and safety with many improvements required (i.e. some minor gaps/weaknesses exist but generally strengths outweigh weaknesses and controls are generally effective).
- Grade C – less than satisfactory – below 70%: The Business Unit and/or Service or school have/has very serious weaknesses in the management of health and safety with significant improvements to be made within six months.

When viewing the standards achieved it must be borne in mind that the ultimately acceptable standard of health and safety management must be compliance with the Council's standards for the management of health and safety and hence close to 100%. Figure 9 below shows the results of audits undertaken in 2019/2020 and the commonly recurring opportunities for improvement identified.

Standard achieved	Corporate		Schools		Overall	
	Number of audits achieving the standard	Percentage of audits achieving the standard	Number of audits achieving the standard	Percentage of audits achieving the standard	Number of audits achieving the standard	Percentage of audits achieving the standard
Good	4	50%	20	87%	24	77%
Improving	4	50%	3	13%	7	23%
Less than satisfactory	0	0%	0	0%	0	0%
Total	8	100%	23	100%	31	100%
Common opportunities for improvement	1. Systems in place to identify the Health and Safety Standards applicable to the service		1. Employees who work with hazardous substances are provided with suitable information, instruction and training on the hazards and risks involved and the appropriate controls			
	2. Services to have a programme for reviewing its business continuity plans		2. All appropriate COSHH assessments need to be obtained and kept up-to-date			
	3. Services to exercise Business Continuity Plans		3. An up to date inventory of all hazardous substances used by employees			
	4. Risk assessments (RA2) to be carried out for all occupational groups identified on the RA1 form		4. COSHH assessments indicate that health surveillance or maintenance of equipment is necessary			
	5. Compliance monitoring programme to be developed and implemented for the service		5. Risk assessments to be carried out for all occupational groups identified on the RA1 form			

Figure 9: results of health and safety audits and commonly recurring opportunities for improvement

3.6 Employers' liability claims

Whilst not necessarily directly a reflection of health and safety performance claims by current/former employees against the Council for injury/ill health allegedly caused/contributed to by the Council are a useful measure. During 2019/2020 the Council received a total of 14 employers' liability claims, which represents a decrease of 4 claims from the 18 received in 2018/2019. Figure 10 shows the annual number of claims received over the last 5 years.

Year	Number of accident claims	Number of disease claims	Total claims
2015/2016	14	19	33
2016/2017	11	12	23
2017/2018	15	6	21
2018/2019	13	5	18
2019/2020	9	5	14

Figure 10: Employers' Liability Claims 2015/2016 to 2019/2020

Of the 14 claims reported during 2019/2020, 9 have resulted from accidents in the workplace with the remaining 5 being industrial disease claims. The total estimated cost of the reported in year claims was £126,257. This represents an overall decrease of £157,681 over costs established in 2018/2019 (£283,938). Inclusive of the 2019/2020 movements, the Council currently have 34 ongoing employers' liability claims with total estimated reserves of £592,175 (£1,363,890). Of these claims 21 have resulted from accidents, 13 from industrial diseases. Figure 11 shows a breakdown of these claims by alleged cause/type.

Alleged cause of claim	Number of claims
Accident	21
Noise induced hearing loss	11
Mesothelioma/asbestosis	1
Hand/arm vibration syndrome and/or vibration white finger	1

Figure 11: Analysis of ongoing employers' liability claims by alleged cause.

4 Health and safety performance assessment

4.1 Review of health and safety performance

Based on the information outlined above in section 3, Figure 12 below considers the Council's health and safety performance in 2019/2020 in comparison to the targets set.

Priority from 2018/2019	Progress in 2019/2020	Action required in 2020/2021
1. The reporting of 'near misses' remains lower than expected along with a statistical decrease in the reporting of accidents.	Whilst the accident reporting rate has increased there remains a stubbornly lower than expected rate of near miss reporting.	Specific campaign to be developed and implemented to reiterate the reporting of all accidents and incidents and in particular near misses in order to restate the need for employees to report all incidents and for managers to encourage and respond positively to reports received.
2. Increase in RIDDOR categorised incidents along with a decrease in risk assessment compliance.	Whilst there has been a decrease in overall RIDDOR reportable/recordable incidents there has been an increase in specified major injuries and days lost. This is accompanied by a decrease of 4% in risk assessment compliance with in 64% of accidents recorded the manager stating that no risk assessment was available or in the wider sense applicable to the work being undertaken at the time of the accident. The results of audits substantiate the lower than expected development and implementation of risk assessments.	Business Units and services to implement the Council's occupational health and safety management system in a proportionate manner to the risks they face. Risk assessment is the 'bedrock' of practical risk reduction and services need to ensure that suitable, sufficient and proportionate risk assessment is undertaken. Specific guidance and templates for risk assessment are provided.
3. Majority of reports of violence and aggression involve a degree of physical violence indicating an under-reporting of lower level incidents.	There has been a reduction in the proportion of physical violence reports and increase in proportion of lower level verbal abuse reports. This may indicate an improved level of reporting in that the two are more closely balanced however, instinctively the number of incidents of violence and aggression would seem to be lower than expected based on anecdotal feedback from employees.	Specific campaign to be developed and implemented to reiterate the reporting of all accidents and incidents and in particular near misses in order to restate the need for employees to report all incidents and for managers to encourage and respond positively to reports received.

4. Increase in days lost attributed to musculoskeletal reasons and absences attributed to mental wellbeing reasons.	Whilst there has been a marked decrease in days lost due to musculoskeletal reasons there has been an increase in occurrences. In addition, there has been an increase in both occurrences of and days attributed to mental/emotional wellbeing ill health.	The action plan arising from the employee wellbeing survey includes specific actions in relation to both musculoskeletal and mental/emotional wellbeing ill health.
5. Whilst the majority of audit scores are 'satisfactory' there is room for improvement in terms of compliance.	Audit scores are generally overall lower than in 2018/2019. The main finding has been a lack of documentary and recorded evidence to substantiate the audit responses, i.e. the proof to demonstrate satisfactory practice – this is reflected in the common opportunities for improvement highlighted.	Business Units and services to implement the Council's occupational health and safety management system in a proportionate manner to the risks they face.

Figure 12: progress against priorities/targets/identified opportunities for improvement

Whilst the above is intentionally critical with a view to continuous improvement, the Council has progressively improved and/or maintained its health and safety performance over many years. In recognition of this the Council has again been awarded the Royal Society for the Prevention of Accidents (RoSPA) [now second highest with the introduction of the Patron's Award] achievement award for occupational health and safety – the Order of Distinction 2020. In addition, the Council has again been awarded an International Safety Award, by the British Safety Council for 2020. Whilst this report highlights a number of opportunities for improvement these peer reviewed awards reflect the commitment by the Council to good standards of health and safety management and the efforts made by Business Units and services in this area.



4.2 Health and safety priorities for 2020/2021

Based on the above the health and safety priorities/targets for 2020/2021 will remain:

1. All Business Units and/or Services will implement the Council's Occupational Health and Safety Management System to a standard that would meet the Health, Safety and Emergency Resilience Service's "Good" rating upon audit, with an increased good rating of 90%.
2. Each Business Unit and/or Service (as appropriate) will produce all required risk assessments.
3. To increase the number of reported 'near misses'
4. To increase the number of lower level incidents of violence and aggression

Health and safety priorities may also be reflective of legislative changes in 2019/2020. Health and safety legislation is issued in April and October of each year. In line with the Government's drive to reduce the 'burden' on organisations of legislation (including health and safety) minimal health and safety legislation has been issued in 2019/2020.

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BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE EXECUTIVE DIRECTOR
OF ADULTS and COMMUNITIES TO
CABINET**

The South Yorkshire Violence Reduction Unit

1. PURPOSE OF REPORT

- 1.1 This report is to provide information to cabinet with regards the work of the Violence Reduction Unit (VRU) and the implications for Barnsley.

2. RECOMMENDATIONS

- 2.1 **It is recommended that Cabinet acknowledge and are aware of the Violence Reduction Unit, the local profile produced, the proposed priority strategic themes and timescales for further development.**
- 2.2 **Cabinet are asked to endorse the future local governance arrangements for the VRU aligning the Response Strategy and delivery to existing arrangements within the Safer Barnsley Partnership.**
- 2.3 **Cabinet are asked to agree the priority themes note the headline actions in the local action plan.**

3. INTRODUCTION

- 3.1 On 19th June 2019, the Home Secretary announced that £35m would be made available to establish Violence Reduction Units (VRUs). Police and Crime Commissioners (PCCs) in 18 Force areas, including South Yorkshire, were invited to apply for an amount proposed by the Home Office.
- 3.2 Following a successful application, South Yorkshire secured £1.6m in August 2019 to establish the South Yorkshire Violence Reduction Unit (SYVRU).

The three main elements of work are:

- Enhancing Partnership Arrangements: these arrangements are intended to lay the foundations of a sustainable, multi-agency approach, both at strategic and operational levels
- 'Scale Up': local delivery of tried and tested multi-agency public health approaches to reducing violence
- New Projects - To deliver a range of new interventions and initiatives with partners across the county focussed on violence prevention and violence reduction

The funding must support delivery of the VRU function, which the Home Office defines as being, “to offer leadership and, working with all relevant agencies operating locally, strategic coordination of the local response to serious violence”

The Home Office specified two mandatory products to be delivered by the end of March 2020:

- A South Yorkshire **Area Profile** – identifying the drivers of violence in local areas and the initial steps to identify the people most affected.
- A South Yorkshire violence **Response Strategy** – setting out the multiagency response to be delivered by the SYVRU and partners across South Yorkshire.

3.3 The VRU has adopted a public health approach to violence which starts with the needs of the public or population group rather than with individual people. This means that work will be focused on communities, and with communities, groups and partners. There is already a vast amount of work ongoing in Barnsley and South Yorkshire. Success of the VRU will be built upon coordinating, utilising and learning from existing initiatives and resources in communities with partners, to ensure a comprehensive approach to tackling violence across the borough and county.

3.4 A public health approach has five common elements².

- prevention
- data and evidence base
- looking at what causes violence
- taking a population level approach
- working together in partnership

Taking a public health approach means analysing what drives violence. These are often ‘social determinants’ or ‘structural factors’ and include things like: access to services, Adverse Childhood Experiences (ACEs), childhood trauma, family and social support, education, housing, community cohesion, income, work and physical/mental health, all of which underpin people’s lives. These drivers illustrate the need for partnership working, which is central to taking a public health approach.

3.5 The volatile, uncertain, complex and ambiguous nature of violence (and the causes of it) makes collaboration across many professions and services essential. Each partner has access to different skills, levers and mechanisms to affect change.

Public health approaches consider the wider system, including communities. It is the VRU’s intention to start with the voice of communities across South Yorkshire, combining this with evidence of what works, to ensure a comprehensive approach that reflects the reality of life in local areas.

3.6 Since inception the VRU has developed a robust governance structure headed by a Strategic Board which is an amalgamation of senior multi agency representatives including all four South Yorkshire local authorities the council’s representative on the Board is the Service Director Communities. Governance also include a cross authority elected member consultative group with the council’s representative being the Cabinet Spokesperson for Adults and Communities.

- 3.7 Barnsley council have also seconded a Community Safety Team Leader into the Violence Reduction Unit Officer Team which comprises of link officers from other local authorities, a civilian and police lead officer, and a communications and research function. The Police and crime Commissioner has committed to funding the work of the VRU for at least another full financial year 2020/21.
- 3.8 To date the VRU has been responsible for producing a local profile of the various manifestations of violence in our communities, has proposed a response strategy and has commissioned a number of bespoke programmes of activity to enhance prevention approaches. Four schemes in Barnsley have been funded by the VRU those being Naturewood, Greenacre, Exodus & Springwell totalling £58,939 to the end of financial year 2019/20.
- 3.9 As part of the work to develop the Area Profile the VRU also commissioned the voluntary sector to undertake some focused community engagement activity to ascertain public views around the causes, perceptions and prevalence of violence in local communities and determine community perspectives on how to address this. Locations chosen were ones which had been identified as having higher than average incidents of violence across most categories and in Barnsley two groups were convened, one in Goldthorpe and one in Thurnscoe.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The Violence Reduction Unit has undertaken a comprehensive assessment of violence in South Yorkshire to produce an Area Profile which summarises the principles of a public health approach, identifies the causes of the cause of violence, sets out the overall and locally specific profile of violence in South Yorkshire, considers perceptions of violence in communities and sets out a number of priorities. (See SYVRU web link at Appendix 1)
- 4.2 The profile describes key factors associated with violence in South Yorkshire as follows;
- Age and gender related – A disproportionate amount of violence in all categories both offenders and victims involve young males between the ages of 14 and 39. (This excludes domestic violence)
 - Most violence does not involve weapons
 - There are some areas in South Yorkshire where violence is higher
 - There is a clear link between the night-time economy, alcohol and violence
 - Violence with injury in South Yorkshire is strongly linked to deprivation, child development as at age 5 and alcohol related harm.
- 4.3 The profile has informed the production of a Response Strategy which is currently in draft form awaiting ratification by the Board. The Response Strategy establishes the following key high-level themes with a delivery plan to follow;
- **Outcomes** – Safer Communities. Reduced violent crime | Improvements in the factors that are causing violent crime | Strong, empowered communities
 - **Outputs** - Early Intervention & Prevention, Disrupt & Divert Violent Crime
 - **How** - Strengthen Local Multi-Agency Partnerships, Develop a Joint Strategy

- **Foundations** - Provide Evidence & Insights, Engage Communities & Build Trust, Establish Long-Term Funding. (Appendix 2 Strategy on a page)

- 4.4 The VRU Board has also agreed to allocate another round of funding for projects and initiatives aimed at supporting prevention activity to reduce violence. These allocations are being made according to priorities identified in the local action plan with a total of £20 000 allocated to support domestic violence actions and a further £30 000 to support prevention work with young people.
- 4.5 In order to align the violence response strategy to the key priorities for Barnsley it is proposed that any specific delivery objectives identified in the strategy delivery plan are agreed and monitored through the existing Barnsley Community Safety Partnership arrangements. The Safer Barnsley Partnership Board will oversee the assurance of delivery with delivery responsibility being driven by various sub-groups of the Safer Barnsley Partnership, the Alcohol Alliance the Evening and Night Time Economy Group and Youth Crime and ASB Board.
- 4.6 It is therefore proposed that cabinet be sighted on the Area Profile, Response Strategy and Commissioning approaches of the VRU and endorse the oversight of any future delivery through the existing governance arrangements for the Barnsley Community Safety Partnership.
- 4.7 In response to the Response strategy Barnsley CSP has endorsed a local action plan identifying the following 6 themes as priority for local intervention:
- Priority 1 – Locations – Prioritise local areas where violence is most common.
 Priority 2 - Alcohol – Reduce the impact of violence associated with alcohol.
 Priority 3 - Evening and Nighttime Economy – Reduce the levels of violence associated with the evening and night time economy.
 Priority 4 - Young People – Target the disproportionate levels of violence (victim and offender) associated with young people between the ages of 15 and 30.
 Priority 5 - Domestic Violence - work to end domestic abuse/violence in our town.
 Priority 6 - Weapon Enabled Crime – Prevent the escalation in the use of weapons in Barnsley.

5. **CONSIDERATION OF ALTERNATIVE APPROACHES**

- 5.1 Cabinet may choose not to endorse stronger local governance arrangements for VRU driven activity however this may result in a disjointed approach to achieving long term reductions in violence and impact the potential to draw in resources and funding for preventative schemes and initiatives.

6. **IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS**

- 6.1 The aim of the approach being driven by the VRU is to achieve change which will result in the reduction of violence across South Yorkshire and in Barnsley. The work done so far has helped to provide a more comprehensive understanding of the causal factors and prevalence of violence in Barnsley which should assist in determining approaches which may contribute towards a reduction. Overall implications for local people would be positive if this refocusing of approach is

successful as it would mean that people in Barnsley would be less likely to be drawn into being victims or perpetrators of violence.

7. FINANCIAL IMPLICATIONS

- 7.1 The representative of the Service Director – Finance (S151 Officer) has been consulted.
- 7.2 There are no direct financial implications for the council associated with this report. Funding for the VRU including the seconded role from the council is wholly met by the Office of the Police and Crime Commissioner supported by ring fenced Home Office grant.

8. EMPLOYEE IMPLICATIONS

- 8.1 Barnsley council has seconded a Community Safety Team Leader to act as local link within the VRU. The vacant team leader role has been backfilled from staff resources within the Safer Communities service. These arrangements are in place until March 2021 and there are no other employee implications.

9. LEGAL IMPLICATIONS

- 9.1 No direct implications associated with this report.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 None associated with this report.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 It will be important to ensure that any key communications messages associated with the publication of the area profile and response strategy are considered with regards to how our communities will respond. Generally, Barnsley compares favourably with other South Yorkshire areas with regards violence and victimization however any messages must be handled sensitively and collegiately to avoid unnecessary alarm. To this extent it is intended to foster a stronger link between the council's communications team and the communications team within the VRU to ensure a measured and locally sensitive approach to key messages about violence and violence reduction.

12. CONSULTATIONS

- 12.1 All aspects of VRU activity, the production of the profile and strategy and the commissioned initiatives have been subject to scrutiny by the multi-agency/authority strategic board and the member consultation group. Furthermore, the VRU has provided regular updates through the Safer Barnsley Partnership. Representation from Senior Management Team and Barnsley Leadership Team has been maintained at every stage of development and the local VRU link officer has maintained and developed dialogue channels with key service leads in Community Safety, Children's Services, Public Health and the Police.

13. REDUCTION OF CRIME AND DISORDER

- 13.1 The overall aim of the VRU is to contribute towards establishing the conditions which will result in the reduction in violence in our communities. The approach is clearly underpinned by the principles established in the Crime and Disorder Act whereby tackling crime and the causes of crime is deemed the business of all statutory partners. This approach draws on the involvement of all partners to contribute towards facilitating the environments which will lead to a long-term reduction in violent crime of all categories.

14. RISK MANAGEMENT ISSUES

- 14.1 None associated with this report.

15. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES

- 15.1 None associated with his report

16. LIST OF APPENDICES

Appendix 1: [SYVRU Maps](#)

Appendix 2: Violence Reduction Unit Strategy

17. BACKGROUND PAPERS

None

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

Report author: Paul Brannan

Financial Implications/Consultation



Joshua Amahwe (25/06/2020)

.....
(To be signed by senior Financial Services officer
where there are no financial implications)

OUTCOMES *Leaves*

OUTPUTS *Acorns*

Safer Communities

Reduced violent crime | Improvements in the factors that are causing violent crime | Strong, empowered communities

Early Intervention & Prevention

- Adding value to existing services
- Communities having access to the right information, advice & support
- Earlier identification of issues
- Starting early by working with children & young people
- Developing a stronger role for voluntary, community & faith organisations that have essential insights into local need

Disrupt & Divert Violent Crime

- Improve neighbourhood policing & police visibility
- Reduce re-offending by working together
- Pro-actively disrupt violent crime
- Offer alternatives / diversion - places where people feel safe, positive activities, sports
- Working together to support victims of all ages

Strengthen Local, Multi-Agency Partnerships

- Work closely with key partners from police, health, council services, housing, education, businesses, youth & community organisations, courts & other local providers
- Work within and strengthen existing local arrangements & relationships e.g. Community Safety Partnerships & Health & Wellbeing Boards to build community assets & resilience
- Continue to develop & strengthen engagement between partners, ensuring existing work is built upon

Develop Joint Strategy

- Work to understand current services & identify gaps; engage with lead partners & work to align goals; explore ways to work across silos, address referral thresholds & pool resources
- Align with other strategies & connect to existing work (e.g. Economic strategy, Community Safety Partnership plans, anti-poverty strategies, Health and Wellbeing strategy etc.)
- Promote the public health approach to violent crime

FOUNDATIONS *Roots*

Provide Evidence & Insights

- Continue to collect, analyse & plot data across organisations to understand neighbourhoods at a local level, building on the area profile
- Engage partners in working toward the priorities identified in the Violence in South Yorkshire Area Profile
- Evaluate & share what is & isn't working locally, across South Yorkshire, nationally & internationally

Engage Communities & Build Trust

- Build trust & confidence, listen to & understand local communities, & openly communicate & share information
- Address public confidence & perceptions of all partner organisations
- Encourage reporting

Establish Long-Term Funding

- Secure funding to ensure longevity of violence reduction activities

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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

REVISED HIGHWAYS CAPITAL PROGRAMME 2020/21 (COVID-19)

1. Purpose of report

- 1.1 To obtain approval for the variation to the previously approved Highways Capital Programme for the financial year 2020/21 (Cab.1.4.2020/7 refers), which has been varied in response to effects of the coronavirus pandemic.

2. Recommendations

- 2.1 That the detailed Revised Highways Capital Programme 2020/21 (Covid-19) as set out in Appendices 1 and 2 be approved, and that the Service Director, Environment and Transport be authorised to implement these works;

- 2.2 The Service Director, Environment and Transport be authorised to:

- Deliver a programme of work based upon the Asset Management Policy and Implementation Strategy, supplemented with engineering judgement in order to deliver a programme of work to meet income targets;
- obtain tenders for any works, goods and services as necessary, and appoint the successful tenderer on the basis of the most economically advantageous tender;
- 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.

- 2.3 That, in the event that the Maintenance, Integrated Transport and Capitalised Highways Maintenance budgets for 2020/21 are 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 Highways and Engineering Service.

3. Introduction

3.1 This report seeks the approval:

- of the Revised Integrated Transport Programme 2020/21 - see Appendix 1;
- of the Revised Maintenance Programme 2020/21 – see Appendix 2;
- 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. via collaboration established with adjacent authorities to deliver services e.g. road markings;
- to highlight the risks associated with delivering the highways function, in the future, because of the reduced certainty of delivering the programme of work within the available time remaining in 2020/21 and undertake the potential mitigation measures available.

Background

- 3.2 The highway asset is the single highest value asset the Council owns. The last reported gross replacement cost for the entire asset was £2.1bn. This asset includes carriageways, bridges and other highway structures, highway drainage, traffic signals, road restraint systems (safety fencing), supporting earthworks, footways, cycle ways, street lighting, road signs, road markings and road studs.
- 3.3 In 2020, a worldwide pandemic was declared by the World Health Organisation because of the prevalence of Coronavirus (Covid-19). On 23rd March 2020, the UK Government introduced a number of restrictions, including a mandatory lockdown with measures, to slow the spread of coronavirus.
- 3.4 Consequently, in order to address the potential effects of Covid-19 on the service delivery of Business Unit 6 (BU6), a risk-based review into the delivery of services was undertaken. For Highways and Engineering, the review identified that because of the uncertainty how the pandemic would evolve, all operational work on the highway was prioritised to focus on safety works to keep the network operating safely as lockdown began and the situation developed. Any subsequent works could then be delivered.
- 3.5 In response to spread of Covid-19, Public Health England and the NHS identified two groups of people for whom the risk of was greater, should they be infected by Covid-19. The first group are people at 'High Risk', who are clinically extremely vulnerable and who received a letter from the NHS advising them to take extra steps to protect themselves (Shielding). The second group are people at 'Moderate Risk' (clinically vulnerable) who were allowed more freedom of movement such as getting food or exercising, but advised to stay from home if possible.
- 3.6 The Council subsequently determined that any employee who met the criteria of being in either the 'High' or 'Moderate' risk groups, would need to self-isolate at home for a period of 12 weeks. Where employees could work at home, this presented a practical solution to continue working and self-isolate concurrently. Front-line operatives (roadworkers), who had to self-isolate at home, were unable to continue working.
- 3.7 This decision reduced the capacity of the front-line operatives in the construction arm of Highway Delivery by 33%, meaning that once safety works had been

delivered, there was little spare capacity to maintain at the same level of programme delivery prior to the pandemic.

- 3.8 Part of the BU6 review prioritised the collection of grey waste. The capacity to maintain this service was supplemented by the use of front-line drivers in Highway Delivery, which further depleted the overall front-line operatives in Highway Delivery to 50%, at its peak.
- 3.9 The construction arm of Highway Delivery has an income (turnover) target for 2020/21 of £12.599M. The consequence of protecting staff, prioritising safety work and supporting the collection of grey waste, with the skill mix of the remaining resource, meant that the ability to meet any income targets has been significantly affected.
- 3.10 On 27th March 2020, the Department for Transport advised Highway Authorities that there may be opportunities to use the period of reduced public usage on the network to advance maintenance works.
- 3.11 The Asset Management Policy and Implementation Strategy, as approved by Cabinet (Cab.7.1.2015/7 refers) sets out how the Authority will maintain its highway. The challenge from an asset management perspective is to prioritise the most cost-effective treatments and apply them at the correct intervals, whilst meeting the Service's financial obligation.
- 3.12 The restrictions imposed by the UK Government in March 2020 has resulted in several practical challenges such as an increase of parked vehicles due to people working from home and the shortened timeframe in the 2020 fiscal year to deliver works and meet income targets. Consequently, the approach of prioritisation by the Asset Management Policy and Implementation Strategy will be supplemented by engineering judgement in order to deliver a programme of work and meet income targets.
- 3.13 This revised approach has resulted in an amended programme of works to that previously approved in April 2020 (Cab.1.4.2020/7 refers). In addition, whilst sections of the network have been identified as requiring treatment, the detailed nature of that treatment is still emerging. This will inevitably mean that there will be some variation of expenditure at individual locations, but this will be contained within the funding envelope of the programme.
- 3.14 In response to the flooding events of winter 2019/20, additional capital investments had been secured to enhance the drainage asset by investigating, proving and rectifying highway drainage problems that could hinder flood recovery. Once safety related work had been addressed, resources were identified and dedicated to enhancing the drainage asset. Since April, in excess of 3,300 road gullies have been checked, predominantly on the Classified network (A and B roads), resulting in over 130 repairs being scheduled.
- 3.15 To date, front-line operational resources in Highway Delivery are operating at almost 100% of pre-Covid-19 levels.

Capital Resources

- 3.16 In May 2020, the Government announced the creation of the Transport Infrastructure Investment Fund. The Fund is not new funding and is made up of a

number of existing Department for Transport (DfT) spending programmes, including the local highways maintenance capital block grant funding (which contains Challenge Fund and the Incentive Element), the integrated transport block funding and the Pothole Action Fund. For consistency in the report, when referencing DfT funding, this report refers to the individual capital elements of the new fund.

- 3.17 The Highways Capital Programme is made up of number of funding streams, including:
- Maintenance funding and Integrated Transport funding, as capital grants from the DfT, forwarded to the Council via the Sheffield City Region Mayoral Combined Authority;
 - Annual Capitalised Highway Maintenance funding provided internally by the Council;
 - Additional capital allocations either provided directly by the Council or in the form of specific Government grants.
- 3.18 In December 2014, the DfT provided local authorities with details of capital funding allocations, covering a six-year period between 2015/16 and 2020/21. These allocations included 3 years confirmed allocations and 3 years indicative allocations. These 6-year allocations covered 2 grants, the Maintenance Block grant and the Integrated Transport Block grant from the DfT's Capital Block Funding.
- 3.19 Currently, beyond 2020/21, the Council has no indication of the level of Local Transport Capital Block Funding that will be provided by the DfT. The Local Transport Capital Block funding includes Maintenance Block Grant and Integrated Transport Block grant. The Government's 2020 Budget promised a Comprehensive Spending Review (CSR), to formulate the Government's strategy and approach to inform future spending plans up to 2025, scheduled for release in autumn 2020. Therefore, at the present time, the Maintenance Block and Integrated Transport Block figures included in this report for 2021/22 and beyond are estimates based on current allocations. Further reports will capture the implications on the Council in due course
- 3.20 The Council provides an annual allocation of £3.300M Capitalised Highways Maintenance, to supplement the funding received from the DfT, to address highway maintenance priorities.

Governance

- 3.21 In respect of the governance arrangements for varying the approved highways capital programme, as previously agreed (Cab.1.4.2020/7 refers) this process aligns to the Council's governance and approvals process, which is explained in the context of the highway programme in the paragraphs below.
- 3.22 Where an overall variation on the highways capital programme of between £0.100M and £0.250M is sought, the Service Director, Environment and Transport be authorised to vary the programme, providing it can be contained within the overall funding envelope, with an overview given to the capital oversight board.
- 3.23 Where an overall variation on the highways capital programme of between £0.250M and £0.500M is sought, in addition to the governance arrangements at

3.22, the Cabinet Spokesperson for Place be authorised to approve the variation on the programme, providing it can be contained within the overall funding envelope.

- 3.24 Where an overall variation of greater than £0.500M on the highways capital programme is sought, in addition to the governance arrangements at 3.22 and 3.23, a Cabinet report will be presented to approve that variation.
- 3.25 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 3.26 This approach aligns to the Council's Capital Investment Strategy, as approved by Cabinet / Council as part of the 2019/20 budget papers (Cab.6.2.2019/6 refers).

Climate Change

- 3.27 On Wednesday, 18th September 2019 Barnsley Cabinet declared a climate emergency in Barnsley to improve the climate by reducing carbon emissions. To help the Council to reduce its carbon emissions, two programmes, the Zero 40 and Zero 45, were proposed. The Zero 40 programme aims to facilitate the Council to become carbon zero by 2040. The Zero 45 programme focuses on the whole of Barnsley including its residents, communities, partners and businesses to support Barnsley's changeover to be zero carbon by 2045.
- 3.28 This Capital Programme actively supports the Council's journey to become carbon neutral by:
- Zero 40 - implementing schemes that reduce the carbon footprint and utilise recycling of materials, such as road planings and earthworks materials, and more sustainable surfacing treatments, such as Retread and Surface Dressing. Additionally, the Council will be implementing the final phase of converting all its Street Lighting stock to energy efficient, carbon reducing LED lanterns. The carbon equivalent of this annual energy saving is estimated at 1200 tonnes of carbon per year;
 - Zero 45 - implementing schemes funded through the DfT Integrated Transport Block grant, which addresses issues of accessibility, pollution, road safety and congestion. It is prioritised in line with Authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy to deliver active travel schemes that have a positive effect on carbon reduction, e.g. walking and cycling schemes.

Drainage

- 3.29 In November 2019, following a succession of wet months during the Summer and Autumn, these wet conditions meant that the ground was already saturated at the start of November preventing rainfall from infiltrating into the ground. This meant that throughout the winter months there has been a significant amount of run-off from adjacent land, onto the highway. This was the case in February, when Storms Ciara and Denis hit the region and remains the situation to date.
- 3.30 The Council recognises the vital importance of the highway drainage asset, especially the additional strain in times of flooding. In order to ensure that the

highway drainage asset is operating as efficiently as possible, the Council is investing an additional £1M to proactively repair and improve the drainage asset to accelerate the recovery from flooding, including culvert, road gully, combined drainage/kerb block and general drainage problem, investigation and rectification. Undertaking these proactive improvements will aid the recedance of floodwater and reduce the amount of reactive work, allowing more forward-thinking programming of focused work.

Innovation

- 3.31 The strategic context of BU6's 2020/21 Business Plan is defined as "making our environment a cleaner, greener, safer place to live, work and visit". Entrenched in the Business Plan priorities is the fundamental desire to continuously improve service delivery. This Capital Programme offers the opportunity to meet this challenge by utilising:
- More lean practices, such as 'Walk, Talk and Build';
 - Shared Services with adjacent authorities, for example joint procurement of Retread and Surface Dressing;
 - A more focused approach to the annual programming, enabling quarterly programmes to be published;
 - A more focused drainage programme targeting drainage problems, especially road gully issues to delivering a more efficient approach to maintaining the drainage asset.
- 3.32 5G is the emerging new, fifth generation wireless technology for mobile phone usage in the UK, with a much faster connection speed than the current 4G standard. This new wireless standard is not necessarily restricted to just providing faster data to smartphones. The technology is being developed to deliver home internet service via 5G, which meets the government's aspiration to connect 15 million premises to 5G by 2025.
- 3.33 For this emerging technology to operate, 5G requires a dense network of transmitters that need to be high up to be most effective. Street Lighting columns are ideally placed to accommodate 5G transmitters in order to create 5G networks, which have already been identified by Mobile Network Operators in other parts of the country. As 5G expands across the country, utilisation of the Council's Street Lighting columns could potentially become a source of income for the Council by charging the Mobile Network Operators for using a Council asset to deliver their 5G network. The legal precedent of this is currently being tested through initial legal challenge in other parts of the Country. An additional benefit of the Council being instrumental in 5G deployment is that our street lighting columns extend into rural areas, which should assist in overcoming the current problem that the more rural areas may be missed out by the Mobile Network Operators who are focussing on the larger opportunities.
- 3.34 The Council needs to position its communities to take maximum opportunities of any advancement in technology. To this end, whilst undertaking the roll-out of the current LED replacement programme of lanterns, the lanterns that are being installed are 5G compliant, in that a Mobile Network Operator can attach their equipment to the lantern. The cost

of making the lanterns '5G ready' is minor in comparison to the overall lantern cost.

Reflection on Delivery in 2019/20

- 3.35 2019/20 was a challenging year for the Service, with the implementation of service restructure and challenging weather events such as the flooding in November 2019 and Storms Ciara and Dennis in February 2020. Some programmed projects have not been delivered because of this. In addition, bidding opportunities arose throughout the year which saw a bid submitted for the 2019/20 Maintenance Challenge Fund and an Expression of Interest submitted for the 2020/21 Maintenance Challenge Fund. Re-programming of some works aligned with these opportunities made the delaying of these projects necessary.
- 3.36 In terms of achievements against the original 2019/20 Highways Capital Programme outputs, these include the completion of the Footway Surfacing Programme. In addition, although work is still underway to complete the Carriageway Surfacing Programmes, the initial target of 175000m² has already been exceeded prior to the year end. Notable surfacing schemes completed include the resurfacing of the A633 Rotherham Road, through Monk Bretton, the resurfacing of the A633 Wombwell Lane between Wombwell to Stairfoot and Stairfoot Roundabout.

Statutory Undertakers (Utilities)

- 3.37 The statutory right of Statutory Undertakers (utilities), such as Yorkshire Water plc, to carry out works within the public highway is reinforced in England by the New Roads and Street Works Act 1991, as amended by the Transport Act 2000 and the Traffic Management Act 2004. These statutes set down the legislative requirements to enable the installation, repair and maintenance of apparatus in the adopted highway that is managed by the Council as Highway Authority in accordance with the Highways Act 1980.
- 3.38 Under the New Roads and Street Works Act 1991, the Council has a duty to manage its highway network to secure the expeditious movement of traffic on the Authority's road network.
- 3.39 In terms of Statutory Undertakers' works and in order to achieve this expeditious movement of traffic, the Council makes every effort to minimise the effects of planned works of both the Statutory Undertakers and the works identified in the annual Highways Capital Programme. Early consultation, coordinated by the Council, is undertaken on a quarterly basis to ensure that conflicts of works programmes do not occur, enabling a discussion and priority of works to be undertaken on any part of the network. There are occurrences where the pre-agreed priority of works may not be followed, which include reactive safety works or provision of new supplies.

4. Proposal and justification

Funding Available

- 4.1 The following table sets out the funding that is currently available for the Highways Capital Programme in 2020/21 and the assumed funding for 2021-23. The funding allocations for 2021-23 are purely speculative but mirror current allocations. Funding from 2021/22 onwards is expected to be announced following the Government's 2020 CSR, however, this is not expected to be announced until late in 2020, creating uncertainty around future funding.

Funding Source:	2020/21	2021/22	2022/23
	£	£	£
DfT Integrated Transport Block Grant	1,364,035	1,037,000	1,037,000
DfT Maintenance Block Grant (Needs Element)	3,054,000	3,054,000	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000	636,000	636,000
DfT Safer Roads Fund Grant (Specific to A628)	1,349,544	-	-
Group A LED Structural repairs	2,289,537	-	-
Capitalised Highway Maintenance 2020/21 (Prudential Borrowing)	3,300,000	3,300,000	3,300,000
B/fwd capitalised highway maintenance	1,920,062	5,743,079	3,140,456
B/fwd Pothole Action Fund	50,413		
Little Don Link match (from £2m 2021/22 EIP)	30,000		
MTFS Emerging Investment Priorities	1,500,000	1,970,000	-
Pothole Action Fund (PHF and HMCF) *	2,928,755		-
A635 Goldthorpe Structures Refurbishment	1,080,000		
Total Highways Funding Available	19,502,346	15,740,079	11,167,456
BU4 Chestnut Tree Roundabout improvements	654,000	-	-
S106 Cortonwood roundabout realignment	145,878		
Active Travel Emergency Fund	241,000		
Smithies Depot-Electric Vehicle Charging Points	35,000		
Total Other Funding Available	1,075,878	0	0
Total Funding Available	20,578,224	15,740,079	11,167,456
Value of programmed works	14,835,145	12,599,623	12,599,623
Potential carry forward funding (Funding-Programmed works)	5,743,079	3,140,456	-1,432,167

Projected budgetary position			
Value of programmed works (income to service)	14,835,145	12,599,623	11,167,456
Value of external works (not service income)	-3,154,659	0	0
Service Income Target	-12,599,623	-12,599,623	-12,599,623
Potential In Year Surplus / (Deficit)	-919,137	0	-1,432,167

* Subject to final agreement by Sheffield City Region Mayoral Combined Authority.

- 4.2 The DfT Maintenance Block Grant and BMBC Capitalised Highway Maintenance are to support maintenance activity across all asset types. These 2 elements total £6.990M and are prioritised principally in line with Asset Management Policy and Implementation Strategy and supplemented by engineering judgement in order to deliver a programme of work and meet income targets.
- 4.3 The DfT Pothole and Challenge Fund comprises of a combination of three elements:
- The Government's announcement in the Budget 2020 of an extra £500M in 2020/21 from a new £2.5 billion Pothole Fund;
 - The £50M from the existing Pothole Action Fund (2020/21 is the last year of the Pothole Action Fund);
 - Government has determined that due to the ongoing coronavirus issues and pressures on authorities, the competition for the £100M 2020/21 Challenge Fund funding will now be allocated by formula rather than

competition. The Council had submitted an expression of Interest to the 2020/21 Challenge Fund, although the revised approach confirms an element of this funding.

The funding is intended to fix potholes but can also be used to undertake longer-term road resurfacing works to prevent potholes from occurring. These 3 pots of funding were combined, and the Authority is predicted to receive an additional allocation of £2.929M (distributed by formula on the same basis as DfT Maintenance Block Grant-Needs Element, but subject to final agreement by Sheffield City Region Mayoral Combined Authority). There was also a small carry forward of £0.050M from the previous year's Pothole Action Fund.

- 4.4 The bid submitted through SCR to DfT against the 2019/20 Challenge Fund was submitted in Autumn 2019. The bid was initially rejected but following the Government's announcement regarding infrastructure Investment on 30th June 2020, the bid was accepted. The funding, in the sum of £1.080M is secured against the A635 Goldthorpe Maintenance works and includes bearing replacement of Highgate Rail Bridge, deck joint replacement at Nicholas Lane Bridge and resurfacing of the A635 at Goldthorpe, in part. There is a requirement for match funding, in the sum of £120K, which will be a contribution from the Council's £3.3M Capitalised Highway Maintenance allocation and applied as a contribution to the cost of further surfacing on Goldthorpe Bypass and up to the Borough boundary.
- 4.5 The Council, as part of its ongoing review of resources, set aside an additional £4.000M for enhancing the roads maintenance programme (Cab.13.6.2018/13 refers). £2.000M of this amount has been spent/planned to be spent up to the 31st March 2021, leaving the remaining £2.000M as resources pending and will be drawn down and utilised through the 2021/22 highways capital programme. An amount totalling £0.030M has been earmarked from this sum for a separate scheme relating to the Little Don Bridleway – see paragraph 4.6.
- 4.6 As per above, £0.30M of the £2.000M is proposed to be used on providing match funding on a specific scheme relating to the Little Don Bridleway, together with £0.060M included in the Bridge Maintenance Programme. This contribution of £0.90M covers in specific contributions and grant funding of £0.625M, completing infrastructure works totalling approximately £0.715M.
- 4.7 The DfT Integrated Transport Block Grant is awarded to address issues of accessibility, pollution, road safety and congestion. It is prioritised in line with Authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. Included in the £1.364M is a planned carry over of £0.228M for an active travel scheme, which ties in with proposals within the Authority's and City Region's Transforming Cities Fund bid.
- 4.8 The DfT Safer Roads Fund Grant is a specific grant allocated to address road safety concerns that have been identified by the DfT and the Road Safety Foundation on the A628, between the Hoylandswaine Roundabout (junction with A629) and the Flouch Roundabout (junction with A616). This includes a junction improvement, cycleway, lining, signing and lighting improvements. £1.400M of funding was awarded in 2019/20. The project has been delayed by the Covid-19 situation, affecting both internal and external resourcing, for a number of issues such as land acquisition and design progression. Because of this, agreement has been reached with the DfT to extend the funding end date to the end of 2021/22,

which leaves £1.350M remaining for 2020/21, with the option to roll forward into 2021/22 if required.

- 4.9 In 2019/20, the Council allocated £4.200M to Highways for the replacement of outdated street lighting lanterns, with modern energy efficient LED lanterns, along the borough's primary routes, referred to as Group A lanterns. During 2019/20, the priority has been to switch the lanterns to LED, to delivery energy efficiency savings. As part of the lantern replacement process structural integrity checks have been carried out on the street lighting columns. These structural integrity checks provide data that is being used to formulate a structural repair programme, which will result in appropriate columns being replaced or fitted with a metal sleeve, whichever provides the most economically viable solution. £2.290M of the £4.200M has been re-phased to 2020/21 for these structural repairs and complete the remaining lantern replacements.
- 4.10 In the recent 'Budget Proposals 2020/21' Cabinet report (Cab.5.2.2020/6 refers) a series of emerging investment priorities were identified. This included, under the capital proposals, C10 Enhanced Highway Maintenance Programme / Gully Works, to provide investment in local highway maintenance (Member priorities) and acceleration of a targeted drainage programme. £1.500M has been set aside for this project, subject to a business case being submitted to Capital Oversight Board, for approval.
- 4.11 Business Unit 4 has funding via Sheffield City Region for roundabout improvements at the Chestnut Tree roundabout and it is intended that this work will be undertaken by the Highway Delivery Team. The value of this work is £0.654M.
- 4.12 As part of the Government's COVID recovery response, the Authority, through Business Unit 4, has bid for and received £0.241M,000 of the Active Travel Emergency Funding, for schemes that encourage those returning to work to use active travel.
- 4.13 In order to support the Council's journey to become carbon neutral via the Zero 40 strategy, approval was granted by Cabinet (Cab.21.8.2019/7 refers) to install infrastructure to support the introduction of electric vehicle charging points. £0.035M is being invested to construct the civil engineering infrastructure for these charging points at Smithies Depot.

Proposed Works Programme

Integrated Transport

- 4.14 Appendix 1 contains the Integrated Transport Programme 2020/21, which been developed in line with Council's and the City Region's Transport Strategies.

Maintenance

- 4.15 Appendix 2 contains the Maintenance Programme 2020/21. Further detail of the Maintenance programme is provided in Appendices 3 to 6.
- 4.16 Carriageways: Requirements for interventions are determined in two different way. Firstly, throughout the year members of the public report defects on carriageway. These defects are visited by a highway inspector who determines if the defect is,

what is known as, a category 1 defect, which means that it requires a response within 24 hours. Other, less urgent, defects are included on a schedule of potential sites for future remedial treatments. These less urgent defects, together with the results of scanner surveys, form the list of potential sites that require remedial treatment through the capital programme works. Each site is visited to determine the most appropriate treatment, in line with the Asset Management Policy. This could be plane-off and resurface, patching or a sustainable solution such as Surface Dressing or Retread. The process of determining the most appropriate treatment is not yet complete for the potential sites for 2020/21. Secondly, it will be necessary to make a judgement based on engineering knowledge where efficiencies can be made to deliver effective maintenance work, whilst still delivering a rate of return. Attached at Appendix 3 is the list of potential sites for 2020/21, with the most appropriate treatment still to be determined. These potential sites will be prioritised within the resources available.

- 4.17 It is proposed to undertake a minimal scheme of work to the access road serving Penistone Household Waste Recycling Centre (HWRC). Whilst this access road is unadopted and would normally attract contributions from other frontages, the unprecedented usage of the HWRC during the Covid-19 situation has seen significant deterioration of the carriageway due to unprecedented volumes of traffic. It is therefore reasonable to link the recent excessive deterioration to Covid-19. In order to maintain the service through the winter period and beyond, this investment will bring the carriageway back to a usable state.
- 4.18 Carriageways (J38 M1): The carriageway that passes beneath the M1 at Haigh (Haigh Roundabout) is a local road and as such, the maintenance responsibilities rest with the Council, as local Highway Authority. The road network in this area now requires a programme of general maintenance works. These works have to be coordinated with Highways England, which is a government company that operates, maintains and improves the M1 motorway. Currently, discussions are ongoing to facilitate this work and jointly agree when these works can be programmed to occur. Due to the complexities of coordinating these works with the operation of the M1, it may be that the capital programme of works has to be varied in-year to accommodate this. Whilst this may result in a number of schemes being delayed until next financial, any financial implications will be contained within the financial envelope of the overall programme.
- 4.19 Footways: Attached at Appendix 4 is the shortlist of Principal Roads footway schemes for 2020/21. The number and deliverability of footway schemes in residential areas is likely to be severely hampered through the presence of parked cars in response to government guidance for employees to work from home. Within the footway programme is an allowance of £0.085M for emerging priorities that will arise through 2020/21.
- 4.20 Bridges and Structures: Appendix 5 sets out the programme of works to the Council's bridges and structures, both planned and reactive.
- 4.21 Drainage: Following the floods of November 2019 and storms in February 2020, the Council has identified £1.000M of additional funding to address borough wide drainage issues, to alleviate potential future flooding. Additional resources are being used to develop and undertake this planned drainage programme which is based around proving and undertaking repairs to road gullies, combined drainage and kerb units and connections, over and above the annual reactive drainage works, including consideration for flooding prevention where appropriate. In

addition, opportunity will be taken to address some flooding issues, including reviewing the condition of the flood store stock.

- 4.22 Street Lighting: £0.400M is allocated for reactive street lighting maintenance and £0.500M for the completion of the Group A lantern replacement and to start the street lighting column structural repair programme.
- 4.23 Traffic Signs: This budget funds new street name plates and both planned and reactive traffic sign works.
- 4.24 PRN: Appendix 6 sets out the priority locations for carriageway and footway resurfacing works to the principal roads network (A roads).
- 4.25 Safer Roads: The balance of the Safer Roads Fund grant will be used to fund the pre-determined list of interventions, specified by the Road Safety Foundation. Because of the effect of the Covid-19 situation delaying the delivery of this scheme, the DfT has agreed to extend the delivery deadline for this scheme to the end of 2021/22.

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 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 active and 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 Appendix 2 has been drawn up by applying engineering judgement and in accordance with the Council's Highway Asset Management Policy and Strategy Implementation.

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 historical policies and objectives of LTP3 – Implementation Plan, and therefore does not coincide with a recognised framework principle on which the programme of work has been

based. There was no guidance from the DfT about any post-LTP process, but by following the structure of the LTP3 principles, it can be demonstrated that some framework of direction has been utilised in support of bids, grants, and other external funding submissions.

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 considered 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 Service Director for Finance (The S151 Officer).
- 7.2 This report outlines the proposed changes to the Highways 2020/21 Capital Programme that was previously approved by Cabinet (Cab.1.4.2020/7 refers). The revised total cost of the 2020/21 Highways Capital Programme totals £14.835M and is broken down into its component parts in the following paragraphs.

2020/21 Financial Year

7.3 Integrated Transport Programme

The estimated cost of the Integrated Transport Programme for 2020/21 (Appendix 1 refers) is £1.136M, with a further £0.228M of planned carry forward from 2019/20's programme, giving a total of £1.364M.

Integrated Transport Programme:	Paragraph	Appendix	Total Allocation £	Planned £	Pending / Reactive £
Integrated Transport Programme	7.3	1	1,364,035	1,364,035	-
TOTAL			1,364,035	1,364,035	-

This will be funded as follows:

Funding Source:	£
DfT Integrated Transport Block Grant	1,364,035
Total	1,364,035

7.4 Maintenance Programme: Carriageways

An amount totalling £4.333M has been allocated to the Council's carriageway maintenance programme. Appendix 3 shows the areas and streets that are programmed for works during 2020/21.

7.5 Maintenance Programme: Footways

An amount totalling £0.238M has been allocated to the Council's footway maintenance programme. Appendix 4 shows the proposed areas and locations of the footways that are programmed for works during 2020/21. The cost of these works is currently estimated to total £0.153M. The remaining £0.085M is to be held reserve to either mitigate any unexpected variations on the programme of schemes or to fund any reactive footway works as they emerge during the financial year. Approval of any such decisions will be in line with the governance arrangements outlined in paragraphs 3.21 through 3.26.

7.6 Maintenance Programme: Bridges and Structures

An amount totalling £1.587M has been allocated to the Council's bridges and structures maintenance programme. Appendix 5 shows the specific areas of works on the Council's bridges and structures that are programmed for works during 2020/21.

7.7 Maintenance Programme: Drainage

An amount totalling £1.000M has been allocated to the Council's drainage maintenance programme. £1.000M of resources will be used to develop and deliver a programme to address potential flooding, including proving and repair of road gullies and associated network; and reviewing the condition of the flood store stock.

7.8 Maintenance Programme: Street Lighting

An amount of £0.400M has been allocated for reactive street lighting maintenance. In addition, £0.500M, of the remaining £2.290M allocated to deliver the Group A LED replacement programme will be used to complete the lantern replacement and structural repairs. Subject to delivery of in-year programmed work, further structural repairs and replacements to street lighting columns could be accelerated and brought forward into 2020/21.

7.9 Maintenance Programme: Traffic Signs

An amount of £0.285M has been allocated to traffic signs and street name plates.

7.10 Maintenance Programme: Principal Roads

An amount totalling £2.849M has been allocated to the Council's principal roads and footways maintenance programme. Appendix 6 shows the areas and streets that are programmed for works during 2020/21.

7.11 Maintenance Programme: DfT Safer Roads Fund A628 Interventions

£1.400M was allocated to the Council's Safer Roads Fund A628 Interventions programme in 2019/20, to address the road safety requirements of the Department for Transport (DfT), on this stretch of road. It is envisaged that £1.000M of this funding will roll forward into 2020/21, due to delays arising from land acquisition and resources, caused through Covid-19. This programme is specific to the investment in road safety measures along the A628 between the A629 and A616, in particular relating to improvement of pedestrian crossing facilities, introduction of road safety barriers, traffic calming measures and improved street lighting and junction layout. Other maintenance programmes will be accessed to support this project, as match funding.

7.12 The table below summarises the estimated cost of each programme that makes up the overall maintenance programme

Asset Maintenance Programme	Paragraph	Appendix	Revised 2020/21 £
Carriageway (Local Road) Maintenance Programme	7.4	3	4,333,157
Footway (Local Road) Maintenance Programme	7.5	4	237,745
Bridges & Structures Maintenance Programme	7.6	5	1,587,000
Drainage Maintenance Programme	7.7	TBD	1,000,000
Street Lighting Maintenance Programme	7.8	Structural Works & Reactive Repairs	900,000
Traffic Signs Maintenance Programme	7.9	Reactive Programme	285,000
Principal Road Network (A Roads) Programme	7.10	6	2,848,663
DfT Safer Roads Fund A628 Interventions	7.11	N/A	1,349,544
TOTAL MAINTENANCE PROGRAMME			12,541,110

7.13 The approval of any variation from this current planned programme of expenditure will be in line with the governance arrangements outlined in paragraphs 3.21 through 3.26 and reported to Members accordingly.

7.14 The estimated cost of the Maintenance Programme for 2020/21 (Appendix 2 refers) including the contingency elements as outlined throughout these financial implications, totals £12.541M, which is limited by available time and resources in the remainder of 2020/21. The overall funding of this programme is shown in the table below.

Funding Source:	£
DfT Maintenance Block Grant (Needs Element)	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000
Pothole Action Fund (PHF and HMCF)	2,928,755
B/fwd Pothole Action Fund	50,413
A635 Goldthorpe Structures Refurbishment	1,080,000
Capitalised Highway Maintenance (incl b/fwd)	2,942,398
DfT Safer Roads Fund Grant (Specific to A628)	1,349,544
Group A LED Structural Repairs	500,000
Total Maintenance Funding	12,541,110

7.15 Other Schemes

The Council also has a number of other schemes planned for 2020/21 that are shown in the table below:

Programme	Scheme	£
Active Travel Emergency Fund	Interchange to Hospital	24,200
	Town Centre to Hospital	24,200
	Town Centre to Stairfoot via TPT	168,400
	Penny Pie Park to Hospital	24,200
Other Schemes	Chestnut Tree Roundabout	654,000
	Smithies Depot EVCP	35,000
Total Other		930,000

7.16 These other schemes will be funded as follows:

Funding Source:	£
SCRIF Funding	654,000
Active Travel Emergency Fund	241,000
Electric Vehicle Charging Infrastructure	35,000
Total	930,000

7.17 The result of this is that the Council has more resources than it is planning to spend in 2020/21. The balance of these resources (£6.9M) will be carried into 2021/22 and beyond to extend the service provision. Such resources will be maximised accordingly by the Council to ensure that any time limited / restricted funding is utilised appropriately.

7.18 A summary of the above financial implications is attached at Appendix A.

Future Years

7.19 The indicative allocations for the Medium-Term Integrated Transport Programme 2021/22 – 2022/23 is shown below. Members should note that the DfT allocations have yet to be confirmed:

Funding Source:	2021/22 £	2022/23 £
DfT Integrated Transport Block Grant	1,037,000	1,037,000
Total	1,037,000	1,037,000

7.20 The indicative allocations for the Medium-Term Maintenance Programme 2021/22 - 2022/23 are shown below. Members should note that the DfT allocations have yet to be confirmed:

Funding Source:	2021/22 £	2022/23 £
DfT Maintenance Block Grant (Needs Element)	3,054,000	3,054,000
DfT Maintenance Block Grant (Incentive Element)	636,000	636,000
BMBC Capitalised Highway Maintenance (Prudential Borrowing)	3,300,000	3,300,000
Total	6,990,000	6,990,000

- 7.21 Furthermore, there remains £2.000M of the Council's own resources set aside as per the approved Reserves Strategy that remain unspent as at 31st March 2020. £0.030M has been committed in 2020/21 which leaves £1.970M pending the budget process for 2021/22.
- 7.22 The future position in terms of highways funding will incorporate the surplus funding position in 2020/21 (as per paragraph 7.17 above).

	2020/21 £M	2021/22 £M	2022/23 £M
Total In Year Funding Available	18.658	9.997	8.027
Carry Forward Funding From Previous Years	1.920	5.743	3.140
Total Funding	20.578	15.740	11.167
Planned Expenditure	(14.835)	(12.599) *	(12.599) *
Surplus / (Shortfall) of Funding to Fund Capital	5.743	3.140	(1.432)

* Future Years' Planned Expenditure Based on Services' Revenue Income Target

Revenue Implications

- 7.23 From a revenue perspective, the service has an annual income target to achieve totalling £12.599M, in order to deliver a balanced budget position.

The overall indicative position for HET is summarised in the table below:

	2020/21 £M
Planned Expenditure	14.835
Less Value of Expenditure Incurred By External Partners	(3.155)
Expected Income to HET Service	11.680
Service Income Target	(12.599)
Surplus / (Shortfall) in Revenue Account	(0.919)

- 7.24 There is sufficient funding available in 2020/21 to deliver a balanced revenue budget, which if managed appropriately, will safeguard service delivery into 2021/22 and 2022/23. However, some elements of the programmed works are delivered by external partners (bridge work, retread, surface dressing etc), which does not contribute to the revenue position. The projected value of work to be done by external partners in 2020/21 is £3.155M.
- 7.25 The delivery of programmed work is generally limited by a combination of available time, resource or budget. In 2020/21, the effects of the Covid-19 pandemic has essentially affected the period for delivery by reducing both the available time for delivery and available resource to effect that delivery. Consequently, this has determined the extent of programmed works that can be delivered in the remainder of 2020/21 to £14.835M.

- 7.26 Therefore, of the £14.835M programmed works only £11.680M will deliver service income, meaning that against the income target of £12.599M there will be shortfall (overspend) of £0.919M.
- 7.27 The level of funding for the Council's highways programme for 2021/22 and beyond remains particularly uncertain at the time of writing, within both the regional and national contexts, which presents a key risk for the service in terms of service delivery and continuity. Managing available resources across 2021/22 and 2022/23 will help to address this key risk.
- 7.28 A summary of the above financial implications is attached at Appendix A.

8. Employee implications

- 8.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Place and Core Directorates, although the cross-cutting nature of the work undertaken on the highway means interaction with all Council Services is potentially likely at some point.
- 8.2 The balancing of workload to available staff resources will still be a challenge for 2020/21. 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.
- 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 traffic management and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g. road markings.

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 website 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 In 2016, 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. However, with the circumstances introduced by the effects of Covid-19, an element of engineering judgement will be utilised to enable a more efficient delivery of the programme and secure the maximum rate of return.

- 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;
- 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;
- Working with SYPTE 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. This Highway Capital Programme aims to address these challenges.
- 13.4 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.

- 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 active and sustainable travel choices to rival car use, whilst not hindering economic growth.

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 Risks Due to Covid-19

- 15.1 As previously identified, a number of risks have materialised from the Covid-19 situation. These are centered on the ability to meet income targets set in April 2020.
- 15.2 There is a risk that the Service will not meet its income targets for the reasons outlined in Section 3, which are principally being able to access the network and the remaining time within the fiscal year to meet income targets. This risk is compounded by the unknown severity of the winter period and the level of the necessary response that this will necessitate.
- 15.3 To mitigate these risks, the approach of scheme prioritisation by the Asset Management Policy and Implementation Strategy will be supplemented by engineering judgement in order to attempt to deliver a programme of work and meet income targets. It should be noted that whilst sections of the network have been identified as requiring treatment, the detailed nature of that treatment is still emerging. This will inevitably mean that there will be some variation of expenditure at individual locations, but this will be contained within the funding envelope of the programme.
- 15.4 The potential for a second wave of Covid-19 illness during the Winter 2020/21 could introduce a risk to the delivery of the Capital Programme. This would manifest itself in two ways:
- Reducing resources, through illness, which reduces capacity to deliver programmed work;
 - Reducing resources through the need to protect qualified drivers, for example by isolation, to discharge the Council's statutory duty to maintain the public highway in respect of the winter service, i.e. gritting and ploughing, which in turn reduces capacity to deliver programmed work.

Key Risk Affecting Funding for Local and Strategic Schemes:

- 15.5 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.
- 15.6 Historically, the Service has been focussed on a delivery model that provides maximising deliverable schemes. This will be tempered with harmonising both resources and time which may lead to tensions in balancing tangible delivery against income generation and furthermore, spend.

Risks associated with Future Funding

- 15.7 There is a concern for funding in future years, specifically beyond 2021, with the absence of funding clarity and there will likely be insufficient funding to cover our income liabilities.
- 15.8 From 2020/21, the level of ITB is expected to remain constant to 2021, with no announcement about funding from 2021/22 onwards. 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 2020/21.
- 15.9 There is a current degree of uncertainty surrounding Sheffield City Region and the Devolution Deal, in 2020/21. The Sheffield City Region Mayor, as the Chair of the Combined Authority, has an overall co-ordinating role, and therefore some influence, in the determination of what funding is spent on a list of prioritised roads within South Yorkshire, known as the Key Route Network. This network crosses, geographically, Barnsley, Doncaster, Rotherham and Sheffield metropolitan areas. Should the SCR Devolution Deal be enacted, the Mayor will have powers to direct how funding, potentially including Maintenance and Integrated Transport grant from the Department for Transport, allocated to Sheffield City Region is spent on the Key Routes Network and wider transport infrastructure. However, this report assumes that the funding will continue to be passported through SCR directly to the Council, considering no other notification.
- 15.10 It is, however, unlikely that the allocation of funding will be affected in 2020/21 as no announcement has been made. 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 Council from 2020/21. 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.

- 15.11 Furthermore, the SCR's current assurance process remains a concern, which may to be reviewed to align with the fluidity and speed of change that schemes delivered through DfT funding.
- 15.12 The current assurance process is founded on the principle of the funding allocated, delivering Gross Value Added (GVA), which measures the contribution to the economy of the SCR by the investment the funding provided.
- 15.13 Consequently, with the current process, maintenance-orientated schemes do not increase GVA as they do not add to the fabric of SCR. This means that maintenance schemes cannot realistically compete in funding opportunities with schemes that deliver a positive, increased GVA, i.e. a highway improvement scheme that enhances the fabric of the SCR.

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 Construction, Design and Management Regulations 2015.

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 Executive Director, Core Services 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

Covid-19	Coronavirus
CSR	Comprehensive Spending Review
DfT	Department for Transport
IT	Integrated Transport
HE	Highways and Engineering Service
HMEP	Highways Maintenance Efficiency Programme
LTP	Local Transport Plan
LTP3	Local Transport Plan for 2011-2015
SCR	Sheffield City Region
SCRIF	Sheffield City Region Infrastructure Fund

20. List of appendices

Appendix A –	Financial Implications
Appendix 1 –	Integrated Transport Programme 2020/21
Appendix 2 –	Maintenance Programme 2020/21

- Appendix 3 – Local Roads Carriageway Programme 2020/21
- Appendix 4 – Local Roads Footway Programme 2020/21
- Appendix 5 – Bridges and Structures Programme 2020/21
- Appendix 6 – Principal Roads Programme 2020/21

21. 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: 12/07/2020
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Report of the Executive Director Place

REVISED HIGHWAYS CAPITAL PROGRAMME 2020/21 (COVID 19)

i) Capital Expenditure	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	Later Years
	£	£	£	£
Highways Capital Programme 2020/21	14,835,145			
	14,835,145	0	0	0
To be financed from:				
DfT Maintenance Block Grant (Needs Element)	3,054,000			
DfT Maintenance Block Grant (Incentive Element)	636,000			
Pothole Action Fund (PHF and HMCF)	2,928,755			
B/fwd Pothole Action Fund	50,413			
A635 Goldthorpe Structures Refurbishment	1,080,000			
Capitalised Highways Maintenance	3,300,000			
B/fwd capitalised highway maintenance	1,920,062			
Little Don link match (from £2M 2020/21 EIP)	30,000			
Dft Integrated Transport Block Grant	1,364,035			
Dft Safer Roads Fund Grant (Specific to A628)	1,349,544			
Group A LED Structure Repairs	2,289,537			
MTFS Emerging Investment Priorities	1,500,000			
BU4 Chestnut Tree Roundabout Improvements	654,000			
Active Travel Emergency Fund	241,000			
S106 Corton Wood Roundabout Realignment	145,878			
Smithies Depot Electric Vehicle Charging Points	35,000			
	20,578,224	0	0	0
	-5,743,079	0	0	0

Impact on Medium Term Financial Strategy	<u>2020/21</u>	<u>2021/22</u>
	£	£
MTFS	0.000	0.000
Effect of this report	0.000	0.000
Revised Medium Term Financial Strategy	0.000	0.000

Agreed by:



behalf of the Service Director and Section 151 Officer -Finance

2020/21 Integrated Transport Programme

	Theme	Scheme	Details	2019/20	2020/21
B041	Local collision & danger reduction schemes	Collision analysis			10,000
		School Safety Zones	ongoing changes/additions		10,000
		Identified schemes	Lining, signing, lighting		30,000
				0	50,000
B042	Road Safety	New Footways	Cannon Hall		25,000
		Social Inclusion	Dropped crossings		25,000
		Speed Indicator Devices	Deployment works		5,000
		Vehicle Activated Signs	Replacement/upgrades		20,000
				0	75,000
B043	Traffic Management	Traffic signal upgrades	Grimethorpe Crossroads		100,000
			Rotherham Road/Carlton Road Crossroads		100,000
			Allots Corner/Queen Street/Watson Street		142,000
			Pontefract Road/Harold Avenue, Lundwood		30,000
				0	372,000
B045	Cycling		A635 Ardsley-Darfield Cycleway		553,000
			A635 Darfield-Goldthorpe Cycleway	228,439	264,561
			Funding from PRN allocation		-228,965
				228,439	588,596
B046	Preliminary Scheme Design	Advance design on schemes to be delivered in future years			50,000
				0	50,000
Total Integrated Transport Block programme				228,439	1,135,596
					1,364,035

2020/21 Active Travel Emergency Fund Projects

Active Travel Emergency Fund	Interchange to Hospital	24,200
	Town centre to Hospital	24,200
	Town Centre to Stairfoot via TPT	168,400
	Penny Pie Park to Hospital	24,200
	Total	241,000

2020/21 Other Funding projects

Other Funding	Chestnut tree roundabout	654,000
	Smithies Depot EVCP	35,000
	Total	689,000

Total Integrated Transport, ATEF and Other Programmes	2,294,035
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2020/21 Highways Maintenance Programme

Asset/Maintenance Programme	Revised 2019/20	Paragraph	Appendix
Carriageway (Local Roads) Maintenance Programme	4,333,157	7.4	3
Footway (Local Roads) Maintenance Programme	237,745	7.5	4
Bridges and Structures Maintenance Programme	1,587,000	7.6	5
Drainage Maintenance Programme	1,000,000	7.7	To be determined
Street Lighting Maintenance Programme	900,000	7.8	Structural works and Reactive repairs
Traffic Signs Maintenance Programme	285,000	7.9	Reactive programme
Principal Road Network (A road) Programme	2,848,663	7.10	6
DfT Safer Roads Fund A628 Interventions Programme	1,349,544	7.11	N/A
Total Maintenance Programme	12,541,110		

2020/21 Local Roads Carriageway Programme

Street Name	Ward
Rochester Road, Monk Bretton	Central
Rotherham Road/Burton Road Crossroads	Central
Southfield Road, Cudworth	Cudworth
Barnsley Road, Darfield	Darfield
Edderthorpe Lane, Darfield	Darfield
Middlecliffe Lane, Little Houghton	Darfield
Butterton Close, Staincross	Darton East
Windhill Avenue, Staincross	Darton East
Bence Lane, Darton	Darton West
Rectory lane, Thurnscoe	Dearne North
Michelson Avenue, Dodworth	Dodworth
Woodland Drive, Barnsley	Dodworth
Cobcar Lane, Elsecar	Hoyland Milton
Keresforth Hill Road/ Keresforth Hall Road/ Genn Lane	Kingstone/ Worsbrough
Fish Dam Lane	Monk Bretton
Lund Lane, Lundwood	Monk Bretton
Charles Street, Grimethorpe	North East
South Moor Road/Moor Lane, Brierley	North East
Spa Well Grove, Brierley	North East
Taylor Crescent, Grimethorpe	North East
Thurnscoe Lane Junction	North East
Bark House Lane	Penistone East
Dyson Cote Lane, Snowden Hill	Penistone East
Gudgeon Hole Lane, Crane Moor	Penistone East
Hand Lane, Crane Moor	Penistone East
Horncroft, Cawthorne	Penistone East
Pilley Lane, Pilley	Penistone East
Salter Hill Lane, Snowden Hill	Penistone East
Tivy Dale, Cawthorne	Penistone East
Access Road to HWRC	Penistone West
Birks Lane, Millhouse Green	Penistone West
Hollin Lane, Millhouse Green	Penistone West
Linshaws Rd, Flight Hill	Penistone West
Mortimer Road, Cubley	Penistone West
Lee Lane Layby	Royston
Victoria Street, Stairfoot	Stairfoot
Wombwell Lane Service Road, Wombwell	Stairfoot
Barnsley Road, Wombwell	Wombwell
Copeland Road, Wombwell	Wombwell
Dovecliffe Road, Wombwell	Wombwell
Park Street, Wombwell	Wombwell
Lining Programme	Boroughwide
Retread Programme	Boroughwide
Surface Dressing Programme	Boroughwide

2020/21 Local Roads Footway Programme

Location	Ward
Sunderland Terrace: Doncaster Road-End	Central
Tempest Avenue: Saltersbrook Road-Edderthorpe Lane	Darfield
Limes Avenue: 29 Limes Avenue-End	Darton East
Pontefract Road: Harold Avenue-Dillington Place	Monk Bretton
Silkstone Lane: S/o 2 Guest Lane-s/o 38 Guest Lane	Penistone East
Yews Lane: 154 Yews Lane-172 Yews Lane	Stairfoot
Footway Emerging Priorities	Boroughwide

2020/21 Bridges & Structures Programme

Scheme Name	Ward
Alhambra Roundabout Parapet	Central
Lambra Road VRS	Central
Darfield River Bridge	Darfield
Highgate Railway Bridge	Dearne South
Keresforth Road Culvert	Dodworth
West Moor Dyke, Replacement	Goldthorpe
Cote Green Culvert, Replacement	Penistone East
Bridge Parapet Repair / Minor Works	Penistone West
Mortimer Road Bridge & Little Don Link	Penistone West
Emergency Works	Boroughwide
Retaining Wall Repairs	Boroughwide
Safety Barrier Replacement / Repair	Boroughwide
Scour Protection Works	Boroughwide
Statutory Structural Inspection & Assessment	Boroughwide

2020/21 Principal Road Network (A Road) Programme

Location	Ward
A6133 Park Road: Wood Street-Sheffield Road	Central
A628 Westway, Town centre	Central
A6133 Old Mill Lane: Junction with Eldon Street-Junction with Church Street/Huddersfield Road	Central / Old Town
A6195 Dearne Valley Parkway: Broomhill to Cathill	Darfield
A635 Barugh Green Road: Redbrook Road-Barugh Lane (Footway)	Darton West
A635 Goldthorpe bypass	Dearne North/ South
A628 Dodworth Road: Shaw Lane-Penny Pie Park (Footway)	Dodworth
A635 Huddersfield Road: Queens Drive-Tesco (Footway)	Old Town
A635 Huddersfield Road (Greenfoot Lane to Rowland Road) PRN Cway	Old Town
A628 Noblethorpe Lane-Drainage Reinstatement and Patching	Penistone East
A635 Lane Head Road	Penistone East
A629 Huddersfield Road: New Row Lane-Borough boundary	Penistone West
A61 Sheffield Road, Birdwell-Drainage reinstatement	Rockingham/ Worsbrough
A635 Doncaster Road: Cathill Roundabout-Hollygrove Roundabout	Stairfoot/ Darfield
A633 Grange Lane: Cundy Cross-Stairfoot Roundabout	Stairfoot/ Monk Bretton

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