

# Public Document Pack

<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 21 April 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	THIS MEETING WILL BE HELD VIRTUALLY
<b>PUBLIC WEB LINK:</b>	<a href="https://barnsley.public-tv/core/portal/webcasts">https://barnsley.public-tv/core/portal/webcasts</a>

## 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 7 April 2021 (Cab.21.4.2021/3)  
(Pages 3 - 4)

### Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.21.4.20201/4)

### Petitions

5. Petitions received under Standing Order 44 (Cab.21.4.2021/5)

### Items for Decision/Recommendation to Council

#### Deputy Leader

6. Director of Public Health 2020 Annual Report: A Day in the Life Of  
(Cab.21.4.2021/6) (Pages 5 - 48)

#### Joint Adults and Communities and Regeneration and Culture Spokespersons

7. Safer Barnsley Partnership Annual Plan 2021/22 (Cab.21.4.2021/7)  
(Pages 49 - 82)

#### Children's Spokesperson

8. Proposal for a Combined Independent Safeguarding Person and Chair Person for the Barnsley Safeguarding Children Partnership (Cab.21.4.2021/8)  
(Pages 83 - 92)
9. School Placement and Sufficiency Strategy for Children with Special Educational Needs and/or Disabilities: Expansion of In-Borough Provision to meet the needs of Children and Young People with Autism and/or Social, Emotional or Mental Health Needs (Cab.21.4.2021/9) (Pages 93 - 102)

## **Environment and Transportation Spokesperson**

10. Highways Capital Programme 2021/22 (Cab.21.4.2021/10) *(Pages 103 - 138)*
11. Vehicle Replacements 2021/22 (Cab.21.4.2021/11) *(Pages 139 - 162)*

To: Chair and Members of Cabinet:-

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

Cabinet Support Members:

Councillors T. Cave, Cherryholme, Franklin, Frost, McCarthy 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 (Monitoring Officer)

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](mailto:governance@barnsley.gov.uk)

Tuesday, 13 April 2021



<b>MEETING:</b>	Cabinet
<b>DATE:</b>	Wednesday, 7 April 2021
<b>TIME:</b>	10.00 am
<b>VENUE:</b>	THIS MEETING WILL BE HELD VIRTUALLY

## MINUTES

**Present** Councillors Houghton CBE (Chair), Andrews BEM, Howard, Lamb and Platts

**Members in Attendance:** Councillors T. Cave, Cherryholme, Franklin, Frost, McCarthy and Tattersall

### 106. Declaration of pecuniary and non-pecuniary interests

Cllr Platts declared a non-pecuniary interest in Minute number 111 as she has family members that own their own business.

### 107. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 24<sup>th</sup> March 2021 had been called in.

### 108. Minutes of the previous meeting held on 24 March 2021 (Cab.7.4.2021/3)

The minutes of the meeting held on 24<sup>th</sup> March 2021 were taken as read and signed by the Chair as a correct record.

### 109. Decisions of Cabinet Spokespersons (Cab.7.4.2021/4)

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

### 110. Petitions received under Standing Order 44 (Cab.7.4.2021/5)

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

### 111. Barnsley COVID Economic Renewal Action Plan (Cab.7.4.2021/6)

**RESOLVED** that

- (i) Cabinet supports the adoption of the Barnsley COVID Economic Renewal Action Plan, and
- (ii) Approves the release of £1m in Council funding to support the Economic Recovery Programme and in addition utilise the £1m in Gainshare Funding awarded by SCR to support the proposals outlined in this report.

**112. Community Asset Transfer - Grant of 25-year lease of Land at Houghton Road Recreation Ground to Thurnscoe Regeneration CIO (Cab.7.4.20201/7)**

**RESOLVED** that

- (i) The Council as freeholder of Houghton Road Recreation Ground approves the grant of a 25-year lease to Thurnscoe Regeneration CIO on terms and conditions to be agreed;
- (ii) The Corporate Asset Manager be authorised to finalise Heads of Terms for a 25-year lease to Thurnscoe Regeneration CIO:
- (iii) The grant will be in accordance with Local Government Act 1972, but at less than best consideration based on the delivery of local social economic and environmental wellbeing powers as introduced by the Local Government Act 2000 and the General Disposal Consent (England) 2003:
- (iv) The Service Director of Legal Services be authorised to complete the lease to Thurnscoe Regeneration CIO, subject to the necessary planning consents being achieved, and
- (v) The Service Director Legal Services be authorised to deal with the issuing of notices relating to the disposal of Public Open Space and consider any objections should they arise.

**113. 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>
114	Paragraph 3

**114. Borough Response to Meeting the Needs of Children and Young People with Special Educational Needs, during the Covid-19 Pandemic (Cab.7.4.2021/9)**

**RESOLVED** that Cabinet noted the experiences outlined in this report as part of the Local Authority's continuous improvements to the quality of practice and provision concerning our local SEND 'Offer'.

.....  
Chair



## 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 DIRECTOR OF PUBLIC HEALTH TO CABINET 21 APRIL 2021

#### DIRECTOR OF PUBLIC HEALTH 2020 ANNUAL REPORT: A DAY IN THE LIFE OF

#### 1. PURPOSE OF REPORT

- 1.1 The aim of this report is to provide Cabinet members with information about the Director of Public Health 2020 Annual Report.

#### 2. RECOMMENDATIONS

- 2.1 That the contents of the Director of Public Health 2020 annual report be noted.

#### 3. INTRODUCTION

- 3.1 Directors of Public Health in England have a statutory duty to write an Annual Public Health Report to demonstrate the state of health within their communities. It is a major opportunity for advocacy on behalf of the health of the population and as such can be extremely powerful both in talking to the community and to support fellow professionals in public health. As the reports are aimed at lay audiences, the key feature of the reports must be their accessibility to the wider public, which offers an opportunity for the Directors of Public Health to reconsider their rhetoric and focus on the key impact messages they want to convey.

#### 4. PROPOSAL AND JUSTIFICATION

- 4.1 2020 has had an enormous impact on us all; how we live, how we work, how we travel, and most of all, how we feel. We are all experiencing and coping with the effects of COVID-19 differently, which may be having a toll on our physical and mental health. The pandemic will continue to affect us in many ways, and we've all had to find a new 'normal' in our everyday lives which has presented significant challenges.
- 4.2 In 2017, we captured a snapshot in time to illustrate the health and wellbeing of Barnsley's residents. Through the completion of a short diary, residents told us about their physical and mental health and what might have made it better or worse. The response we received was overwhelming and informed how our approach to promoting good health might need to change, from the decisions we make to the services we provide.

- 4.3 To help Barnsley Council and partners to fully understand the challenges that residents are currently facing, we once again asked that they completed a short diary on Tuesday 3<sup>rd</sup> November 2020. We received over 320 completed diaries which comprised of 191 A4 pages of typed narrative.
- 4.4 All diaries have been read and analysed with the following themes identified:
- *Having good mental health and keeping our spirits high*
  - *The importance of a good job and work life balance*
  - *Our connections with others*
  - *Helping each other and community spirit*
  - *Our self-care*
- 4.5 The report has already gained interest outside of Barnsley. The Local Government Association has asked that we present findings from 'A Day in the Life of' at a mental health, wellbeing and isolation webinar aimed at elected members across the country. This took place on 18<sup>th</sup> March 2021. PHE asked that findings were shared at a behaviour science workshop on 22<sup>nd</sup> February 2021 which was aimed at various community-based stakeholders across Yorkshire and the Humber.
- 4.6 The final report is an interactive document allowing readers to skip to sections they are most interested in reading.

## **5. CONSIDERATION OF ALTERNATIVE APPROACHES**

- 5.1 The report is easily understandable for members of the public and those professionals who are not public health specialists. Using quotes from the real-life diaries from our residents helps the report to be more powerful.

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

- 6.1 The report provides a unique insight into the daily challenges that affect our residents' physical and mental health and a better understanding of what people think makes their health better or worse. This will enable us to have a better understanding and will help inform the Council's decision making with regards to health and wellbeing.

## **7. FINANCIAL IMPLICATIONS**

- 7.1 Consultation on the financial implications has taken place with colleagues in Financial Services on behalf of the Service Director and Section 151 Officer – Finance.
- 7.2 The total cost for producing this report including design and photography is £879. This will increase slightly if hard copies are required but will be no more than £2,000. All costs will be contained within existing budget allocations.
- 7.3 The financial implications to this report are summarised in the attached Appendix A.

## **8. EMPLOYEE IMPLICATIONS**

8.1 There are no employee implications.

## **9. LEGAL IMPLICATIONS**

9.1 There are no legal implications.

## **10. CUSTOMER AND DIGITAL IMPLICATIONS**

10.1 The report will be available in a digital format. A small number of copies will be printed to ensure all residents who want to read the report can do so in a format that meets their needs.

## **11. COMMUNICATIONS IMPLICATIONS**

11.1 The Director of Public Health's 2020 annual report will be publicly launched. A communications plan will be produced with a significant focus on the use of social media.

## **12. CONSULTATIONS**

12.1 The content of the report is based on all the diaries and comments we received from residents through proactive targeting. No other consultation has taken place.

## **13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK**

13.1 The report and subsequent actions to be taken will contribute to the 3 priorities within the Corporate Plan:

- thriving and vibrant economy
- people achieving their potential
- strong and resilient communities

## **14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION**

14.1 The request for diaries was promoted through many routes to ensure a diverse response. Groups consulted included Refugee Council, Barnsley Together Forum, Race Equality, Barnsley Advocacy Service, Disability Forum, Deaf Forum, LGBT Forum, Age UK, Dementia Support and service user networks.

## **15. TACKLING THE IMPACT OF POVERTY**

15.1 Some residents wrote about the financial impact of COVID-19 and the difficulties they were facing as a result of unemployment. These will be addressed through ongoing work to tackle poverty across the council.

## **16. TACKLING HEALTH INEQUALITIES**

16.1 The report and subsequent actions will ensure that commissioned services and programmes of work continue to tackle health inequalities.

## **17. LIST OF APPENDICES**

Appendix A: Financial Implications

Appendix B: Director of Public Health Annual Report 2020: 'A Day in the Life of...'

**Report author: Diane Lee, Head of Public Health**

## Report of the Executive Director for PUBLIC HEALTH

## FINANCIAL IMPLICATIONS

A DAY IN THE LIFE OF

i) <u>Capital Expenditure</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>Future Years</u>	<u>Total</u>
	£	£	£	£	£
TOTAL EXPENDITURE	0	0	0	0	0

To be financed from:

	0	0	0	0	0
--	---	---	---	---	---

ii) <u>Revenue Effects</u>	<u>2020/21</u>	<u>2021/22</u>	<u>2022/23</u>	<u>Future Years</u>	<u>FYE</u>
	£	£	£	£	£
<b>EXPENDITURE</b>					
Design and photography	879	0	0	0	0
Printing (subject to requirement of hard copies)	1,121	0	0	0	0
<b>TOTAL</b>	<b>2,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

**INCOME**

TOTAL INCOME	0	0	0	0	0
--------------	---	---	---	---	---

NET COST


	2,000	0	0	0	0
--	-------	---	---	---	---

To be financed from

Existing resources within BU10

Impact on Medium Term Financial Strategy

Not applicable in this report

Agreed by  08/03/2020.....On behalf of the Service Director-Finance, Section 151 Officer

This page is intentionally left blank

# A day in the life of

Tuesday 3rd November 2020



Daniel, age 4, Elsecar Park

Director of Public Health Annual Report 2020

“

Tuesday 3rd November -  
a day which should  
have been normal.  
It's a school day,  
a workday, an  
afterschool club day.  
Although the activities  
of my day haven't  
changed, how I go  
about them has.

**Female, 44**

”



# Contents

## 1. Foreword by Julia Burrows, Director of Public Health, Barnsley Council

## 2. 2020: the impact on our health and wellbeing

## 3. What you told us about...

- Having good mental health and keeping our spirits high
- The importance of a good job and work life balance
- Our connections with others
- Helping each other and community spirit
- Our self-care

## 4. My final thoughts and our call to action



This is an interactive document.  
Click on the top nav and contents  
to navigate around the document.



Page 12





# Foreword

**2020 has had an enormous impact on us all; how we live, how we work, how we travel, and most of all, how we feel. We're all experiencing and coping with the effects of COVID-19 differently, which may be having a toll on our physical and mental health. The pandemic will continue to affect us in many ways, and we've all had to find a new 'normal' in our everyday lives which has presented significant challenges.**

In 2017, we captured a snapshot in time to illustrate the health and wellbeing of Barnsley's residents. Through the completion of a short diary, you told us about your physical and mental health and what might have made it better or worse. The response we received was overwhelming and informed how our approach to promoting good health might need to change, from the decisions we make to the services we provide.

To help me, my team and our wider partners to fully understand the challenges that the residents of Barnsley are currently facing, I once again asked you to complete a short diary on Tuesday 3<sup>rd</sup> November 2020.

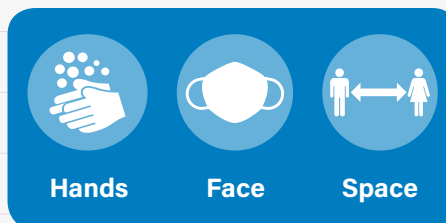
I asked you to write about your day and the impact the pandemic has had on it; to tell me about which parts of your day have changed as a result of COVID-19 and what has stayed the same; to make a note of what you and your family are doing to deal with challenges you face; to describe what matters to you most now; and finally, to tell me about the acts of kindness you have seen and experienced.

Once again, your response was fantastic, and I received over 320 diaries. What you have chosen to share with me will be used by me and my colleagues in our COVID-19 recovery plans and this, my 2020 Director of Public Health Annual Report, will inform what our focus should include.

It is difficult to predict what the full, long-term impact of COVID-19 will be. Some people will cope well and get back on their feet quickly, but others might not. However, during the past several months, what we have seen is countless amazing examples of people and communities pulling together. It's something that Barnsley is known for, and my goodness have people shown that!

This community spirit will be a driving force behind moving Barnsley forward from COVID-19.

After such a long time, it's easy for us to become complacent, and I know many of us are desperate to get back to our daily routines. The key thing you can do to help protect your community is to follow the government's guidance:



“

Barnsley people are renowned for their kindness anyway but in these unprecedented times they have been magnificent. Their generosity holds no bounds.

**Female, 63**

”

“

By the way I hope we can all grow as a community because #Barnsley is brill.

**Female, 49**

”

“

But in the midst of all this negativity and sadness there are stories that make me sob with pride at our town.

**Female, 39**

”

“

Thank you for asking how we are and for considering how we can all work together and do our best to keep each other safe.

**Female, 62** ”



Please remember to wash your hands regularly, use a face covering when in a public space and keep your distance from those not in your household. Following these simple steps could make a significant difference in reducing the transmission of COVID-19 and help protect you and your family, friends and colleagues from the virus.

I know it hasn't been easy to change how we live, but the hard work that people in Barnsley have done in recent months to protect themselves and their community has made a huge difference.

Thank you

**Julia Burrows**  
**Director of Public Health**  
**Barnsley Council**

Page 14

“

Not every day do I feel like I'm getting it right, not every night do I sleep well, but I'm hopeful for a new future that brings some of the old as some of the new balance.

**Female, 38** ”





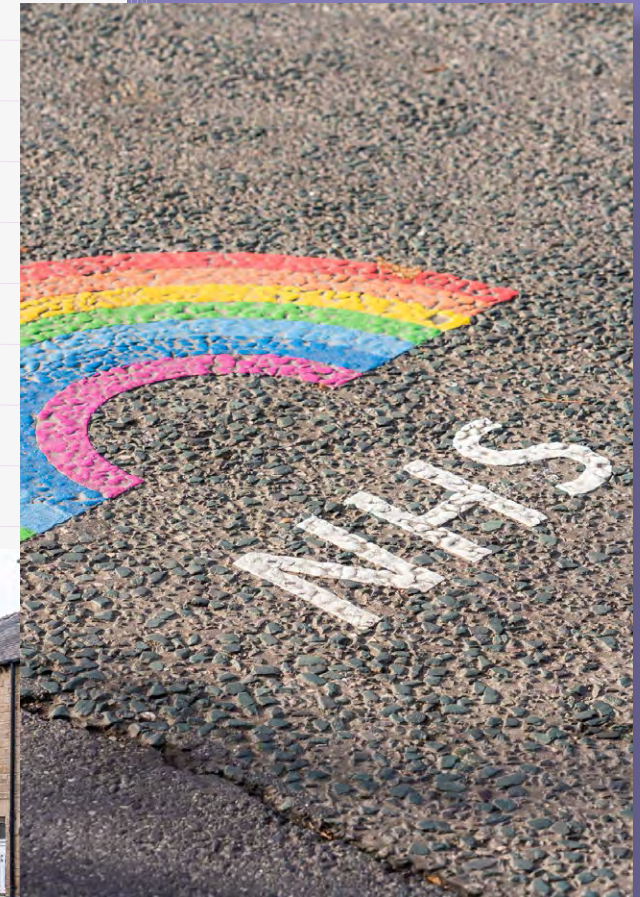
# 2020: What has the impact been on our Health and Wellbeing?

On 31 December 2019, China contacted the WHO reporting that “cases of pneumonia of unknown aetiology” had been detected in Wuhan. On 29 January 2020, the first two cases of COVID-19 were detected in the UK. On 30 January, WHO declared a global health emergency. On 23 March, the UK’s first lockdown came into effect.

Since then, COVID-19 has shone a harsh light on health, social, economic and political systems across the world, and on the inequalities that have been allowed to fester in our societies.

Within nine weeks of the WHO announcement, and around three weeks after the implementation of the UK’s first lockdown, this country was at its first peak in infections. By the end of April, around 90,000 people in the UK had been hospitalised and 30,000 people had died from COVID-19.

By the time of writing this, there have been over 130,000 deaths in the UK, three distinct peaks in infection, three national lockdowns and a huge impact on people, health and care services, society and the economy. With every peak in cases, the population of Barnsley has been hit very hard.





Throughout the course of the pandemic, disease surveillance and wider health intelligence has played a crucial role. Disease surveillance has helped monitor progress and strengthen the response and control of the disease, and wider health intelligence has helped strengthen resilience.

In Barnsley, organisations from across the health and care system had previously established a health intelligence group to monitor health outcomes and help improve the identification of people most in need of health and care services. As the pandemic broke out in the UK, this group became the COVID-19 Health Intelligence Cell for Barnsley, shifting its focus and way of working to provide COVID-19 surveillance and health intelligence for response and resilience.

Through the first two months of the pandemic, the Cell produced daily reports on disease, the impact of social distancing and the capacity in the hospital. This was before widespread community testing was established in the UK and instead depended on a range of proxy measures to monitor the disease and the response.

As the country emerged from the first lockdown, this frequency of reporting was reduced to twice weekly but the Cell quickly realised that the health, social and economic impact of the pandemic warranted a broader scope of surveillance and health intelligence.

The work and reporting by the group shifted from a focus only on COVID-19 infections, hospitalisations and deaths, to a more holistic scope, including: capacity across all health and social care services; the monitoring of other diseases as health and care access was reduced through pandemic contingency; community intelligence on how to support people at home; and monitoring the social, economic and emotional impact of the pandemic.

This exercise in strengthening health intelligence to improve the shorter-term response to the pandemic in Barnsley has created learning opportunities that will help us improve the way we recover and the way we work for the long-term. Three of the most powerful lessons include:

- 1. Open information sharing across the health and social care system and with the social, education and economic sectors creates a much more balanced measure of health and well-being, capacity and impact, and supports a culture of collaboration for more effective and efficient services and health improvement;**
- 2. Seeking experience by listening to the voices of people, communities and groups rather than only reporting data and service activity. This has generated a more meaningful narrative to the health intelligence and a deeper understanding of health and wellbeing in Barnsley;**
- 3. Interpreting wellbeing in a more holistic sense than only physical illness and identifying vulnerabilities to health in the physical, mental, social and economic aspects that determine our lives has helped Barnsley to prioritise people most at risk of suffering.**



There are many challenges ahead. While COVID-19 rages on and the progress of the vaccination programme depends on so much effort from people and services already exhausted by the pandemic, we all need to stay vigilant and keep infections down. At the same time, we need to think ahead and consider how the harsh and critical light that the infection has shone on our health, social and economic systems is heeded and helps us to build back fairer.

The Cell is working hard to ensure that collaboration and information sharing for health is sustained. We are embedding the approach to supporting people most vulnerable first. However, none of this is easy nor is it inevitable. As the pandemic does come under control, our focus will shift from a single disease and an acute response, to a much broader scope and longer timeline.

**How do we replicate this approach to health and intelligence across all ideas of wellbeing and all services, when the context is broadened back from only COVID-19?**

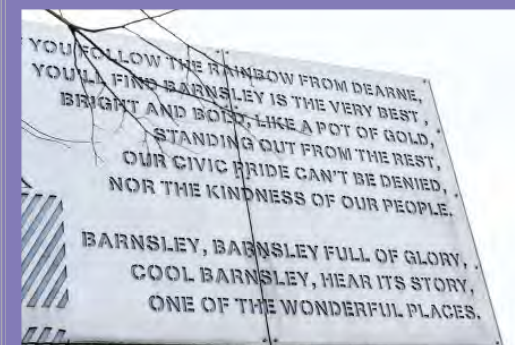
**How do we increase our engagement with all people in Barnsley and understanding of experience across all aspects of health when we are enduring the economic fallout out of a pandemic?**

**How do we maintain a capacity for this most collaborative way of working and understanding health when all of us and our organisations are trying to recover?**

**How do we collectively understand our information and data strengths and weaknesses across the system, and fill the gaps so that we can make a lasting difference to the health of the people of Barnsley.**

The answer to these questions is in and of themselves. It is through this approach of collaboration and a wider understanding of the synergies between health, education, economy and society that we have maintained resilience through a pandemic. It is through these things that we will build back fairer.

A key to learning from the pandemic and doing things better from what we have learned is improving how we engage with people and communities. The Office for National Statistics (ONS) Opinions and Lifestyle Survey covering the period 11<sup>th</sup> to 15<sup>th</sup> November 2020, aimed to understand the impact of the COVID-19 pandemic on people, households and communities across Great Britain. This is a new part of the survey and the results are based on 6,029 people aged 16 and over. The full survey details can be found here [ONS Opinions and Lifestyle Survey](#). We have considered the results which cover a similar time period as *A Day in the life* of to understand any differences and similarities to how Barnsley residents were feeling on 3<sup>rd</sup> November compared to the rest of the country.





## Our wellbeing

- 70% of adults in England reported that they were very or somewhat worried about the effect of COVID-19 on their life right now.
- 62% of adults reported lack of freedom and independence as their main concern.
- Nearly half of adults reported that their well-being was being affected (for example, boredom, loneliness, anxiety and stress) by the pandemic.

## Support and understanding of local lockdown measures

- Around 65% of adults reported finding it very easy or easy to understand the current lockdown measures where they live.
- However, around 12% found it very difficult or difficult to follow measures. Common reasons for this include impact on wellbeing, life events being missed and strain on relationship with family and friends.

## Physical contact

- 18% of adults reported that they were in direct physical contact with at least one other person indoors.
- 7% of adults reported that they were in direct physical contact with at least 1 other person, excluding those in their household or support bubble, when socialising outdoors.

## Impact on work

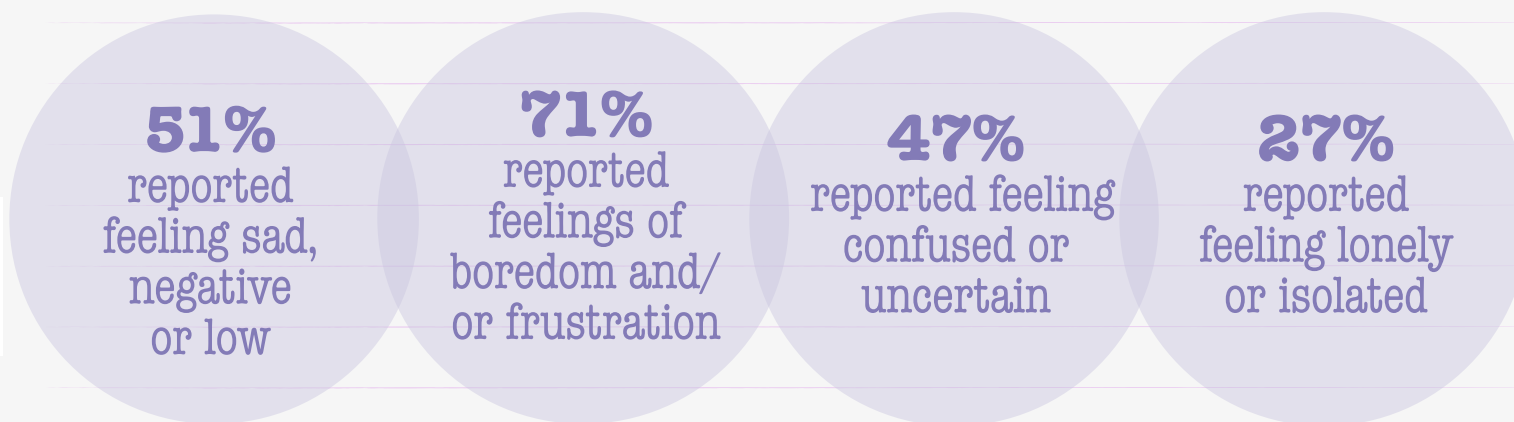
- 52% of working adults reported that COVID-19 was affecting their work.
- 40% reported working from home in the past 7 days.



In 2020, Barnsley Council introduced an 'Emotional Health and Wellbeing Survey' to capture how Children and Young People (CYP) in Barnsley are coping with the impact of Covid-19 and the changing restrictions. The survey is distributed to all schools and key partners who work with children and young people every 4-6 weeks so that we can track how feelings and emotions are changing over the course of the pandemic. To date, we have received around 1500 responses, providing useful insight into the emotional wellbeing of children and young people throughout this period of significant change in their lives.

Here are some key points we need to think about:

Children and Young People are reporting a negative impact of the pandemic on their mental health. On average, across three waves of the CYP Emotional Health and Wellbeing Survey, between July and November 2020:



Children and Young People in the CYP Emotional Health and Wellbeing Survey also told us of the positives of the pandemic and living under lockdown, including: being able to spend more time with family, having time to learn new skills, having more free time and having a more "relaxed" pace of life.

On average, across three waves of the survey during the course of the pandemic, 55% have increased their creativity level and 52% have increased the amount of time they 'connect' with others.

Self-care has been negatively impacted on amongst children and young people taking part in the survey. For example, during the course of the pandemic (July-November 2020) we have seen a decrease in the number of CYP who report sticking to a daily routine, an increase in the amounts of time spent gaming and/or watching TV and a decrease in the amount of time spent outside.

## Some quotes from the Children and Young People's Emotional Health and Wellbeing Survey:



I felt scared at first, mostly because of doing schoolwork at home and not seeing my friends, but the longer it has lasted, I've gotten more sad because I have barely had social interaction outside of home.



I see my dad more because he's furloughed or on part time hours. I've missed extended family though, the summer BBQs, the meals out, the day trips. My baby brother doesn't know anyone else because he's not seen them.



“

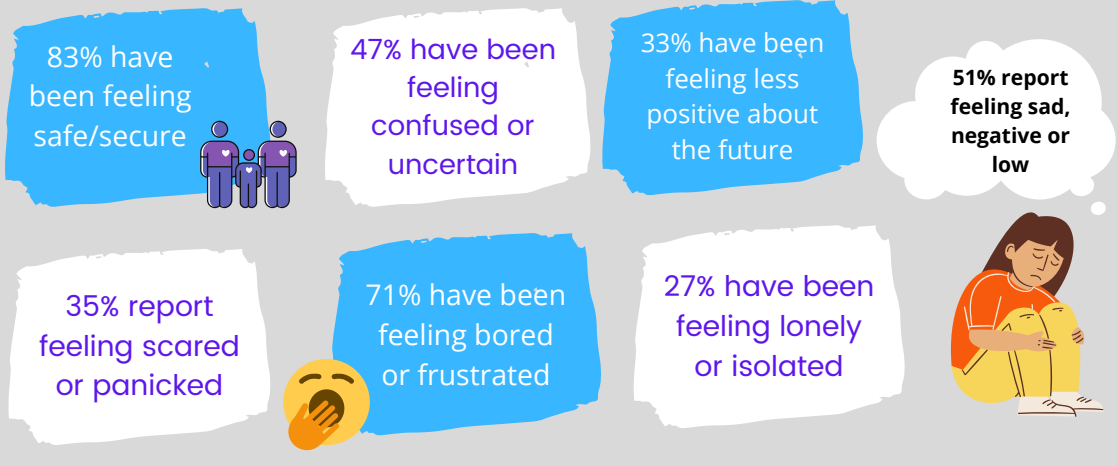
I'm starting to become really restless at home, not really getting on too well with my family. Had quite a few arguments, felt like just leaving the house for the rest of the day. I have one friend who I keep going to when I need her.

”

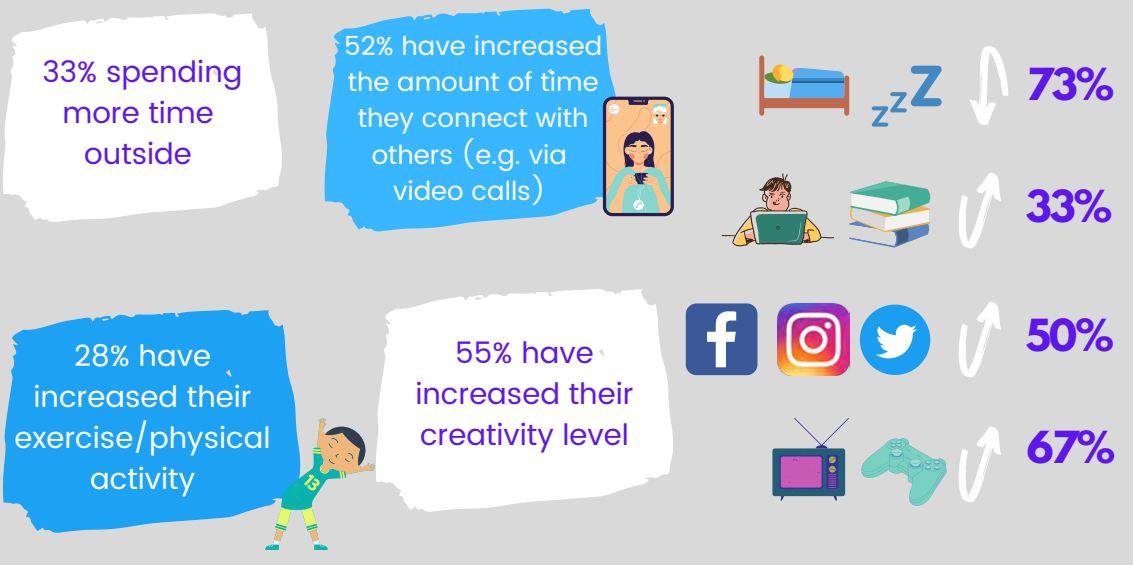
# COVID-19 - IMPACT ON CHILDREN AND YOUNG PEOPLE

Consultation with Children and Young People during Covid-19 pandemic July to November 2020

## Thoughts and Feelings



## Lifestyle Changes





# Having good mental health and positivity

**You told me about how your mental health is suffering. People are anxious, stressed, and worried about the future for themselves and their children.**

There are a range of emotional reactions during a pandemic as people respond to the emerging threat and adapt to new social and working environments. Some people may have a strong sense of collective identity and display remarkable acts of altruism. However, many people experience fear, anxiety, uncertainty, confusion, stress, frustration and boredom. These can result in changes in things like eating patterns, sleeping or concentrating. In addition, "social distancing" strategies, although vital for the COVID-19 response, clash with the deep-seated human instinct to connect with others, especially during emotional times. Social connection helps people regulate affect, cope with stress, and remain resilient during difficult times.

While many people have acted in solidarity in response to COVID-19, and there will be some positive benefits from this community spirit and response, the epidemic will likely have many psychological impacts on the population which may have a detrimental effect on the short, medium and long-term mental health of some of our residents. In turn, this may reduce people's resilience and their ability to cope. Longer term impacts in terms of trauma, grief and distress may exacerbate the mental ill-health in the community long after recovery.

**A normal reaction to an unusual situation.**

The COVID-19 pandemic means that life is changing for all of us for a while. It may cause residents to feel anxious, stressed, worried, sad, bored, lonely or frustrated. But it's important to remember it is OK to feel this way and that everyone reacts differently.



“

This mental instability is unusual for me as I have never suffered like this or had such worries and anxieties prior to the pandemic.

**Female, 31**

”

“

Pure exhaustion from worry. Will today be the day I have caught it.

**Female, 48**

”

“

Anxiety is not something I normally suffer from but these are not normal times.

**Female, 63**

”



I will do whatever it takes to see us through the other side of this pandemic.

Female, 54



There are some simple things people can do to help take care of their mental health and wellbeing during times of uncertainty and the 5 ways to wellbeing is a really good way to do this. Doing so will help you to look after yourself, your community and those you care about.

## Looking after our own mental health: Five Ways to Wellbeing

We all have mental health just like we have physical health and it's important that we take steps to look after it. The following steps, known as the 'five ways to wellbeing', are easy and can be incorporated into our daily lives almost straight away, even through COVID-19 restrictions.

### 1. Connect with others

Feeling close to and valued by other people is a fundamental human need and can help you build a sense of belonging and self-worth. Whilst COVID-19 has made it difficult to physically connect with family and friends, there is lots we can still do to stay connected. By using technology like Zoom or FaceTime, or simply picking up the telephone, we can stay socially connected. If you don't feel like you've got anyone to talk to, you could try volunteering or find a local community group with similar interests to yourself. You'd be surprised just how rewarding this can be!

### 2. Be physically active

Being active is not just great for your physical health, evidence shows it can also improve your mental wellbeing. You don't have to spend hours in a gym to be active; find activities you enjoy and make them a part of your everyday life. Barnsley is blessed with some fabulous countryside and green spaces, you could go for a walk, dance or do some gardening. Maybe try the 'Couch to 5k'. More information on free activities is available on the NHS website [here](#).

### 3. Learn new skills

Learning new skills can boost your self-esteem and help build a sense of purpose. Learning doesn't need to be formal, time-consuming or expensive. You could read a book, try cooking something new, do a puzzle or try out new hobbies. You could work on a DIY project, by following free online tutorials. There are also some great adult learning facilities in Barnsley, if you want to learn something more formal (like a language) – just search online!

## 4. Give to others

Giving and acts of kindness can increase mental wellbeing, helping to create positive feelings and a sense of reward.

Giving can range from a small act of kindness, like saying thank you or offering to help someone, to larger acts like volunteering in your community. If you'd be interested in volunteering in your community, contact Barnsley CVS to find out about opportunities that would suit you. You can [click here](#) to visit their website or give them a call on: 01226 812183.

## 5. Take notice (mindfulness)

Being aware of the present moment can directly enhance your wellbeing. Paying attention to your thoughts and feelings and the world around you can positively change the way we see ourselves and our lives – some people call this mindfulness.

More information on mindfulness, including practical ways to be more mindful can be found on the NHS website [here](#).

**But we shouldn't feel like we need to 'put a brave face on it' and it is very important to talk to your GP if you are struggling.**



“

I feel very low and isolated. I feel like I'm being watched and judged if I leave the house, my mental health is definitely in decline.

**Female, 57** ”

“

I am usually in reasonable good spirits but there is some stress caused by the unknowns associated with the impact of Covid 19.

**Male, 78** ”





Some days I don't speak to anyone apart from the children and they are feeling the strain or missing normality so our household is not a happy harmonious one due to the anxiety and frustration we are all experiencing.

**Female, 44**



Mentally always struggle a bit this time of year, but really feeling a bit defeated this year. Defeated and bored.

**Male, 40**



Our **#AlrightPal?** campaign is all about starting the conversation around mental health and wellbeing.

Talking about mental health doesn't have to be scary; it's simply our emotional, psychological and social wellbeing. It's important to understand and manage our mental health as it affects how we think, feel and act.

Sometimes people feel as though they don't want to burden anyone with their problems, so they don't discuss it and bottle things up. Asking somebody a simple question to check they're alright can make a huge difference. You don't need to know all the answers. Just listen.

If you're worried about someone who might be experiencing mental health issues there's lots you can do to help. Read our tips here [Alright Pal](#) for how to start a conversation. You can also find lots of advice and information about partner services that can help.

I do not underestimate the daily challenges that residents face and the impact this has on health and wellbeing. If you have been feeling depressed for more than a few weeks and your level of anxiety is affecting your daily life then it might be time to seek further help, support or information.

If your mental health issue is urgent, you must make an appointment to see your GP.

The NHS is open, and we urge you to continue to access all the NHS services that you need, regardless of any lockdown restriction. It is safer for you to use the NHS than to try to manage alone. You can also quickly and easily access a range of NHS services from home, including ordering repeat prescriptions or having an online appointment with your healthcare professional. To find out more visit: [www.nhs.uk/health-at-home](http://www.nhs.uk/health-at-home) or download the NHS App.

If you've had thoughts of self-harming, or you are feeling suicidal, contact someone you can trust immediately, such as your GP, or a friend or relative. The Samaritans helpline is available 24 hours a day, 365 days a year, for people who want to talk in confidence. Call 116 123 (free).



# Keeping our spirits high

**For some, life has slowed down which has brought a better quality of life and we are learning new things.**

You told me about making the most of what we can do and not dwelling on what we can't.

Positivity and positive thinking do not mean that you keep your head in the sand and ignore life's challenges. It just means that you approach such challenges in a more positive and productive way. You think the best is going to happen, not the worst.

There are many things we can all do to help us to maintain a positive outlook and find better coping skills during times of stress.

There's no doubt from what you told me that this was easier in summer when the days were long and we had lots of daylight.

You also said that it's harder to keep motivated and get out and about, especially when it's dark and the weather is miserable.

I understand how difficult it is to keep positive when everyone is living in such difficult times. However, I hope that some of the examples here which residents have shared with me will inspire you to find ways of boosting your mental wellbeing and stop anxiety and stress from becoming overwhelming.

**Having something to focus on, no matter how small, can help you to feel positive.**

“

The lack of other pressures has allowed us to focus on being outdoors more which is good. We have cooked from scratch more and used the extra time to experiment with more plant based and vegan food, also very good.

**Female, 57**

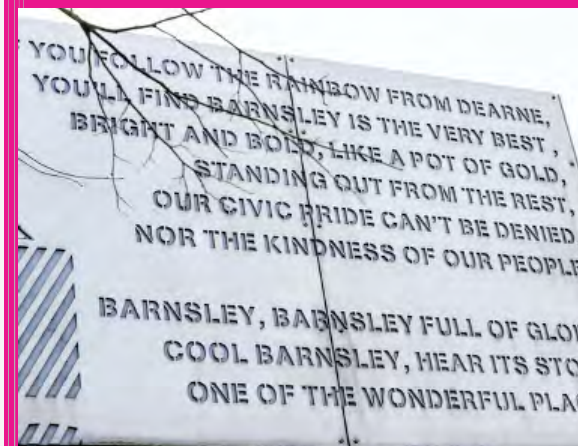
”

“

My morning commute has recently been replaced with a 45 minute walk. As I go I reflect on the day ahead and plan out what I need to achieve. It's a beautiful morning, crisp with blue skies and the first signs of frost on fallen leaves.

**Male, 50**

”





Holidays abroad and pub lunches appear to be on hold, but it's not the end of the world and I'm sure they'll come back sooner rather than later.

**Female, 52**



The main positive about this period is that it has given me time to re-evaluate my life. It gave me space. I started going for long walks in the morning before work with just me and the dog.

**Female, 56**



It is important to me that we stay upbeat and try not to become too disheartened.

**Female, 40**



I love reading, and before this, I felt that I had lost the time to do it - turns out I just never prioritised it and MADE the time to do it.

**Female, 22**



I put the radio on to sing along. I love music, it really does lift my spirits and escape from the world.

**Female, 22**



I am making lists of small jobs so I achieve something every day.

**Male, 65**







I enjoy cooking and have welcomed the opportunity to spend time trying out new recipes and doing online cookery courses.

**Female, 69**



I planned lots of fancy days out before. Now we have entire weekends where we don't spend a penny, we go on 'adventure' walks and play in our garden or the house. Simple things that before I wouldn't have thought could've filled an entire weekend.

**Female, 36**



Before I started work today, I went on a walk around my village. I do this most days and find that it does really help with my mental health.

**Male, 53**



Getting out in nature helps me to restore and reconnect and realise that what we are going through is only temporary and it will pass.

**Female, 56**



As a result of the outbreak I try and make sure I fill each day and also that each day is different so that there is some perception of a different routine on a day to day basis.

**Male, 67**



The jewel in our life is our Friday morning choir, live Zoom session where we have a great 2hrs sing and chat... just fabulous! It's really uplifting!!

**Male 70**



# The importance of a good job and work life balance

**Having a good, safe and secure job can improve your mental health and a positive work life balance is something we all need to aim for.**

Work life balance does not mean spending equal amounts of time between work and our personal lives. There is no perfect, one-size fits all balance that we should be striving for. The best work-life balance is different for each of us because none of our priorities and lives are the same.

However, there are two key everyday concepts that are relevant to each of us: daily achievement and enjoyment. Most of us want to do well and achieve but we must also try and enjoy life.

Some residents wrote about how the changes to the way they carry out their job has resulted in a much better work life balance. But others feel enormous pressure and are exhausted.

Technology has enabled more of us to work from home effectively during the pandemic. However, some residents described being unable to separate work and home life.

This has resulted in working more hours because there is no longer the same distinction between shutting a laptop down at the end of the day and physically leaving the office or workplace to travel home.



“

I find it hard to separate work from home life as it all happens in the same space.

**Female, 44**

”

“

My working day has got longer, more frantic and more pressured.

**Female, 58**

”

“

Sometimes I miss the boundary that travelling to and from work gave me and the time to reflect on my way home.

**Female, 59**

”



## The benefits of having a good work life balance are clear.

We are generally more productive and take less time off. Residents with a good work life balance are also more likely to be happier, healthier and motivated.

Working towards and achieving a good work life balance can have huge benefits for our physical and mental health but I know that some people have no or little choice and this is something we will continue to address:

- We all need and want to work hard to keep Barnsley's economy growing and sometimes large amounts of downtime just isn't possible. But it's all about finding that balance. By recognising your own individual triggers and understanding when you're overdoing it, you'll be able to recognise the early warning signs before you start burning out.

**Tip - Don't ignore the signs. Feeling tired? Sleep. Getting ill? Take a day off. There's nothing wrong with giving yourself a break.**

- Having a healthy work-life balance isn't just essential to your well-being, it also boosts your productivity. From finally getting around to redecorating because you switched off your work phone for the weekend, to completing a work task you've been stuck on for weeks after being able to go back to it with a fresh mindset, creating a good balance between your work life and your personal life will allow you to be more productive in both areas.

**Tip - Keep your life balanced with work, recreation, and rest in order to stay fully functional.**

- Always dreading work? Find yourself setting your alarm on snooze every morning? Don't know what a weekend is? You probably need to give yourself a break. A dislike of your job (or just about anything) is one of the most common signs of a non-existent work-life balance.

**Tip - Sometimes all it takes is allowing regular breaks to put things into perspective.**

- You'll have more 'you time.' It's easy to make excuses not to do some something when you rarely get free time. You shouldn't have to sacrifice that much of yourself to do a good job. After all, work isn't the only place you can learn and develop. From learning a new language, taking up a hobby, or even just reading a book and making the most of your time could add some much-needed variation and enjoyment into your life.

**Tip - Don't sacrifice your free time just to put the extra hours in every single day - especially if it means giving up on your own personal development. There's a time and a place for everything.**

- Those who overwork have one thing in common - and this is that everything in their lives except work probably isn't going as well as it could.

**Tip - achieving a good work-life balance often comes down to your own ability to prioritise according to what's most important to you. Working extra hard can be important but your relationships and social life should not be sacrificed as a result.**

“

Couldn't sleep last night for worrying – second night in a row – I am feeling really stressed and I feel like I should be off sick – but I have too much work and too many deadlines and I just have to carry on.

**Female, 60**

”

# Our connections with others

Being cut off from social interaction is not only a problem for the elderly but also younger people and the impact it has on our bodies is thought to be equivalent to smoking over a dozen cigarettes a day (Public Health England, 2015).

Social isolation is a significant consequence of COVID-19. A general population survey (Ipsos MORI, 2020) revealed widespread concerns about the effects of social isolation and distancing, including increased anxiety and depression.

Self-isolation, national and local restrictions have meant that we have not been able to be with those we would normally spend time with outside of our home and far too many residents are feeling lonely and isolated as a result of the pandemic.

Although crucial in controlling and reducing COVID-19 transmission, it sadly came as no surprise that residents told us about how they are missing their family, friends and colleagues. Some residents go for days without speaking to anyone and those who live alone have sometimes struggled.

It is important to remember these changes will not be forever and advice and support is available through a number of local organisations.

Crucially, your diary entries were a stark reminder that for some, the loneliness and social isolation experienced is their normal.

**A priority for us all is to continue to tackle what clearly remains a significant public health challenge.**

There is arguably a large overlap between social isolation and loneliness and both of these can have a detrimental effect on health and wellbeing under normal circumstances. This risk is greater for some than others, and as is often the case, it's those who are already vulnerable.

In Barnsley, 6 Area Councils commission a range of services that support communities with social isolation and loneliness – many of these were set up pre-COVID but have become all the more important since the pandemic started.

Area Teams work closely in partnership with several organisations that support local residents. Services like My Best Life (Social Prescribing in Barnsley), who offer support to all adults who are socially isolated, and the new Social Prescribing service for younger people called Link Works which is delivered by the Barnsley GP Federation are a couple of examples.



In addition, Area Teams have also supported over 300 people as part of the COVID-19 Emergency Contact Centre which was set up as part of the first lockdown. This included matching 271 Community Responders across the 6 Area Teams to offer support to local people for befriending and shopping during the pandemic. All the people that were supported required more than one intervention and some have needed support throughout lockdown – others have been referred into the commissioned services and continue to be supported.



I get up wondering if I will speak to anyone today. I try to stay focussed but it isn't easy when you live alone.

**Female, 73**



The house is quiet and so I put on the TV for a bit of background noise. I might see the postman to say hello to, but other than that I can go days without speaking to another adult! It's very lonely.

**Female, 47**



Today is much the same as every other day. The pandemic has had little or no effect on me. I spend most of my days in the house. I'm used to staying in with no company and no one to talk to. It's normal for me. Welcome to my world.

**Female, 72**



It's sometimes hard to see my smile behind a mask (I smile a lot) but my eyes are often smiling and if I see someone who looks sad or worried I will always stop and ask if they are okay.

**Female, 45**





## New parents are struggling, and others feel the impact of caring responsibilities, both young and old.



Page 32



“

As a family we don't do anything anymore together out of the house, we used to go to play groups, playgrounds, events. Now we try to keep busy at home but it's not the same. Kids get frustrated we get frustrated I find myself crying by the end of the day.

**Female, 25**

”

“

Maternity leave is a time when women need to be careful with isolation, so maternity leave in a pandemic is extra worry.

**Female, 39**

”

“

Preparing to go to the last 'face to face' baby group - baby sensory later this morning. Such a lifeline for me when on maternity leave. Even though it's different - we have to wear masks and stay apart there is something comforting in these sessions and little glimpses of normal life.

**Female, 39**

”

“

What do new mums do when they need a rest? Family and friends are usually on hand to look after the baby. Oh, but not during lockdown they aren't. All I needed was a break...I needed social contact, I needed a hand.

That hand was not there.

**Female, 20+**

”

Many new parents have been cut off from their support networks of family and friends and are no longer able to build peer support through contact with other parents in the community, or in group settings. New mums in particular are feeling isolated as a result of restrictions.

Our 0-19 Public Health Nursing Service is working hard to make sure we are still here for families and we are continuing to provide our service through a combination of face to face and virtual methods. Our Facebook site has gone from strength to strength since the lockdown began. We have established a small team to source appropriate links and resources from trusted organisations and websites to provide key health promotion and evidenced based messages and signposting to resources for support. Alongside this, the service is proactively extending the reach and offer to meet needs in the current climate, and offers the Facebook instant messenger facility Monday-Friday 9am-4pm for non-urgent questions, making it easier for parents to access support and advice.

Our service can offer video calling which can enable practitioners to see a child if a parent wants us to visualise something but not able to have a face to face contact.

Provision of parent and breast-feeding groups has been impacted but we have looked at innovative ways to continue these and now have closed Facebook groups which deliver antenatal infant feeding education and support programmes. We are looking at expanding on these to include other subjects like potty training and managing behaviour etc.

If you are a parent or carer who is struggling, please contact the service either through our single point of access telephone line 01226 774411 Monday to Thursday 8.45am to 16.45pm, Friday 8.45am to 16.15pm or email us at [0-19HealthTeam@barnsley.gov.uk](mailto:0-19HealthTeam@barnsley.gov.uk) or visit us on Facebook@BarnsleyPHNS or @BarnsleyInfantFeedingTeam

There is also a raft of information for parents around things to do, information, advice and support at [Barnsley Family Services Directory](#) and under the emotional wellbeing and health section, there are details on what we offer.





## We feel guilty about what we cannot do and the experiences our children are missing out on. We miss our families and our friends and the physical affection that comes with it.

We must never underestimate the value of human contact; from hugging our loved ones to chatting with colleagues over a cup of tea. Many grandparents told me about the impact they felt as a result of not seeing their grandchildren.



Thank goodness technology allows us to keep in touch, share photos, exchange supportive messages - but it's not the same as being there to hold their hands.

**Female, 69**



It's hard to escape the constant feeling of guilt... feeling guilty that I'm not spending time with the children and expecting them not to come into the kitchen, getting frustrated that they're interrupting calls (it's really not their fault!), but also feeling guilty that I'm not able to concentrate on work fully.

**Female, 40**



The pandemic has had a massive impact on me and my family. I currently feel that I'm not doing either of my work/life roles well and I constantly feel stressed and worried about missing something or dropping one of the balls I'm juggling

**Female, 42**



Missing giving our family a hug, we speak most days on the phone but you miss contact, but it has to be done to keep us safe.

**Female, 70**





## People miss their colleagues and the impact of professional isolation is clear.



I miss the spontaneous conversations you can have with colleagues when you work alongside them.

**Female, 58**



The monotony of a constant stream of Teams meetings is getting really quite tough now. These are the biggest impacts of the pandemic - zero variety and lack of interaction.

**Female, 49**





Community is there if you go out and embrace it. Someone will be there to talk to you if you ring them. Let someone know you need support and it's there. Be positive and reach out.

**Female, 45**



Barnsley people are tough and care deeply about their community.

**Female, 45**



# Helping each other and community spirit

## Volunteering, helping others and acts of kindness.

Residents told me about how living through the pandemic has given them insight and a deeper understanding about other people's lives and situations that they might otherwise have taken for granted or not even thought about. The lockdown periods have afforded people more time to reflect and be more mindful about what others are experiencing every day and not just because of COVID-19.

Volunteering is defined as an unpaid activity where an individual gives their time to help a not-for-profit organisation or people they are not related to.

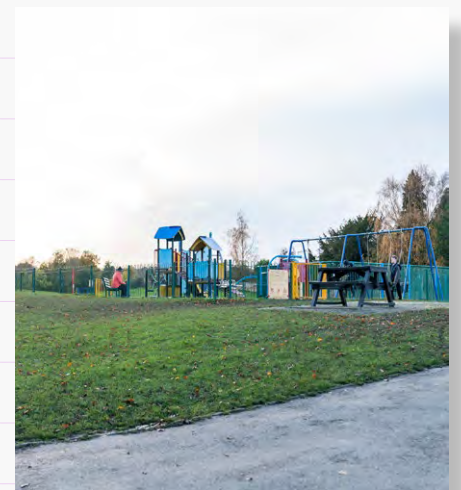
Ultimately, the main benefits of volunteering is the impact your time has on the community. Unpaid volunteers are sometimes the one's that hold a community together. Volunteering allows people to connect to their community and make it a better place. However, volunteering is a two-way street, and it can benefit you and your family as much as the organisation or cause you choose to help. Dedicating your time as a volunteer helps you make new friends, expand your network, and boost your social skills.

Barnsley Council is celebrating the amazing response from residents of the borough who have volunteered during the COVID-19 pandemic. So far, a total of 1,251 people have come forward to volunteer to work in partnership with Barnsley Community & Voluntary Sector to help to support their community through the COVID-19 pandemic via a Community Responder scheme.

The response has been fantastic, and it's one example of how residents' Barnsley spirit has been shining bright in light of the very difficult challenges that the borough has faced.

In addition to the Community Responders, a programme of work was developed in April 2020 to engage volunteers to make face masks for the general population. This work witnessed the involvement of 102 volunteer sewers who made face masks, nearly 15000 masks made and given to people and raised just over £3500 for Barnsley hospital charity.

The support and dedication of residents and communities is essential to keeping Barnsley moving, now and in the future. The council recognises and appreciates the effort from volunteers, key workers, colleagues, partners and residents for doing their bit to build stronger and more resilient communities in a different way to meet the 'new normal'.





## Residents told us about witnessing acts of kindness every day.



I have a network of older friends... who I keep in touch with in case they need some help, particularly isolation. Where possible I help them.

**Male, 79**



Barnsley is blessed to have such caring people working in the community.

**Female, 54**



There are positives from the pandemic though... from being at home more, I've formed really good relationships with my neighbours, meaning we now watch out for each other and do neighbourly things like taking in parcels and putting the bins out for each other.

**Male, 26**



I'm amazed at how my little village does come together in times such as this.

**Male, 41**



You have neighbours who have been so kind, especially during the lockdown when you were unable to leave the house except to attend funerals. The people you thought of as acquaintances went out of their way to make sure your letters were posted; the Fish and Chip suppers which arrived at tea time on Friday, courtesy of the local pub, which an unknown person had ordered for you.

**Female, 86**



I really enjoy spending time with the volunteers... when the weather is good and we finish a job like we did this morning you feel like you've achieved something regardless of COVID-19.

**Female, 60**



There are positives from the pandemic though... from being at home more, I've formed really good relationships with my neighbours, meaning we now watch out for each other and do neighbourly things like taking in parcels and putting the bins out for each other.

**Male, 26**



Barnsley is full of such wonderful community organisations and people prepared to try and help the vulnerable who inspire me all the time.

**Female, 49**





I do find having nothing on the calendar to look forward to difficult though.

**Female, 73**



# Our self-care

**We all need something to look forward to in life. In fact, a healthy sense of anticipation can often help energise our lives and help us get through tough times.**

While living in the present is a very beneficial thing – sometimes the present can feel a bit annoying, frustrating, tedious, or intolerable.

Residents told me about how they are struggling without anything to look forward to. Some described their days as monotonous which appears to be having an impact on sleeping patterns.



The monotonous and repetitive nature of the day captured in just 10 words: *Go to work, go home, have tea, go to bed.*

**Male, 52**



I think the monotony of lockdown and relative lack of physical activity is affecting my sleeping pattern and I am unsure how to fix it.

**Gender not stated, 25**



I have been sleeping a lot but am rarely feeling rested. I think the monotony of lockdown and relative lack of physical activity is affecting my sleeping pattern and I am unsure how to fix it.

**Gender not stated, 25**



I'm sleeping more and more, sometimes 10-11 hours. I think this is boredom, I simply want the day to end and move onto the next one.

**Male, 23**



Sleep is crucial to our health and wellbeing. An occasional night without sleep makes you feel tired and miserable the following day, but prolonged nights with poor sleep can lead to more serious issues and undoubtedly make us feel down and our mood low.

At a time when many people are worried or anxious about COVID-19, and with the number of people across the country struggling to sleep on the rise, Public Health England (PHE) has launched new guidance on its 'Every Mind Matters' website to help people improve their sleep.

It comes as new data from PHE shows that more than four in ten (41 per cent) of us are experiencing more sleep problems than usual, with over half of 16-29-year olds (52 per cent) the most likely to be affected.

In addition, those already experiencing mental health problems more than usual are also more likely to be impacted. Among those experiencing low mood more than usual, 77% report more sleep problems during the outbreak, as do 67% of those experiencing stress more than usual and 66% of those with anxiety.

Sleep plays a critical role when it comes to maintaining positive mental wellbeing: long-term sleep loss can lead to issues such as anxiety and depression.

In answer to this, Every Mind Matters advice has been updated with a range of things we can all do to look after our mental wellbeing and help others, to prevent any concerns from becoming more serious.

Alongside the new sleep support and advice, Every Mind Matters encourages people to complete a personal 'Mind Plan', a quick and free interactive tool offering tailored mental wellbeing advice. For more information visit [Every Mind Matters](#)

Furthermore, Barnsley Council has developed sleep toolkits for residents, families and employers which can be found here: [Barnsley Sleep Toolkit](#)

The toolkit provides practical information and guidance on creating a sleep-friendly environment and understanding the importance of sleep and recovery. The toolkit also gives valuable advice and sleep hygiene tips to help people to make healthier choices at work and at home.



## We want to eat healthier, reduce our drinking and exercise more.

Ultimately, we eat foods and drink liquids to sustain life and to meet our body's need for growth, repair and function. However, food and the experience of eating means so much more and can play a major role in life. We eat to socialise, celebrate, and commiserate. We eat when we're happy, when we're sad, angry, bored, anxious, or stressed. And sometimes, we simply eat because food is there or because it's 12 noon and we've eaten at that time every day for as long as we can remember.

Many of us will have turned to food at some point for comfort, to help us cope with stressful experiences, and to satisfy cravings or desires. With all the uncertainty and disruptions caused to our lives by the pandemic, it is a completely normal response to have found ourselves eating more than we usually would.



Probably binge-eat sugary things, I have put 16lbs on since lockdown.  
**Female, 45**



I find myself eating more takeaways than before, or a generally unhealthy diet - by having ready meals or easy to cook food.  
**Male, 26**



My main challenge has been weight gain.  
**Male, 37**



Lockdowns and tiered restrictions have meant being stuck at home with the fridge and food cupboards always just metres away. It has also meant we've had fewer opportunities for exercise or social activities. Naturally, these somewhat involuntary changes in our behaviour can lead to an increase in our calorie intake and a decrease in how much we move. These two things combined create the perfect storm for weight gain.



Snacking is a comfort I guess.  
**Female, 48**



I'm overweight and although I have tried to exercise more recently, having two children self isolating has put paid to that.  
**Female, 40**





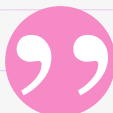
Regardless of whether you've gained weight or not this year, if you've found yourself to be snacking more on healthier, high fat, high sugar, or high salt foods, then think about how you can make healthier changes to your diet and eating habits. It's more important now than ever to be fit, healthy and to give our body the nutrients it needs.



Had a good healthy lunch - finally trying to stop binge eating and cutting out sugary goods which has increased dramatically during the

COVID-19 period.

**Female, 58**



I exercise every day, have made better food choices, feel more mentally resilient and cut back on carbs and alcohol.

**Female, 56**



You can browse the following links to find more information about how to eat well and stay healthy.

- NHS Eat Well
- Change for Life
- Pregnancy and eating well
- Weaning
- Barnsley's healthy lunchbox toolkit

Barnsley's specialist [weight management service](#) can support residents in Barnsley to achieve a healthier weight. The aim of the service is to reduce health risks, improve co-morbidity and encourage a healthy and active lifestyle with an overall improvement in health and wellbeing.



When Lockdown started I was Clinically Obese and realised this made me more vulnerable to the virus. So in August I signed up for the Second Nature NHS course. This is week 15 and I have lost 10kg. **Female, 56**



## Our relationship with alcohol has changed

Some residents wrote about how their alcohol consumption has increased during the pandemic which is a trend nationally.



I know my alcohol consumption has increased during this time as I find it does help me to relax of an evening, I also know that it's not very beneficial in the long term.

**Female, 63**



Never used to mid-week drink but it's happening at least a couple of nights per week these days (not such a good new normal here).

**Female, 57**



Lockdown and 18 weeks of furlough haven't done a great deal for my mental health - my drinking has got a bit out of control and I've piled the pounds on.

**Male, 51**



Often people do want to make changes to their alcohol use and recognise the impact it is having but perceived shame and stigma make that step more difficult. Barnsley's DrinkCoach provides information, advice and, where appropriate, treatment in a digital format. This allows people to access help discretely and at a day and time that suits each individual.

DrinkCoach consists of three elements: a screening tool to identify what level someone's drinking is at; an online coaching service and an App designed to help people track and change their drinking patterns.

- Our [free app](#) is an easy way to keep an eye on your drinking and has loads of brilliant features.
- Take the [Alcohol Test](#) to work out how risky your drinking is, access personalised advice online and find out where you can get support if you need it. No strings attached.
- The test is a digital version of the Alcohol Use Disorders Identification Test (AUDIT) developed by the World Health Organisation. It is the best alcohol screening tool available. You cannot be identified by the answers you provide, and we do not collect or store personally identifiable information.



## How the app works with our DrinkCoach sessions

If you're working with a DrinkCoach via our [online coaching](#) sessions, you'll be tasked with keeping a drink diary to help track your progress. The App is a convenient way to do that. Just download it to your smartphone and you're ready to record. No pens and paper needed.

## Feeling pressure to drink

You have probably been in situations where someone offers you an alcoholic drink and you feel like you have to drink it. Or perhaps you offer people a drink and make sure that they join in the fun. Peer pressure to drink alcohol is common in our everyday lives; from parties, your local pub, to nowadays COVID-19 pandemic friendly social distancing beers on Zoom with your mates.

A common perception is that peer pressure exists mainly in young people. However, peer pressure can affect people of all ages. Social surroundings often influence peer pressure to drink. Drinking is seen as 'a sociable thing' – as normal and helping you to fit in.

The next time that you're at a party, in the pub or having social distancing beers on Zoom, will you recognise when you are pressured to drink? Will you cave into the peer pressure, or have a strategy to deal with it? And what can you do to make sure that people don't feel like they have to drink alcohol if they don't want to?



I have stopped drinking alcohol altogether as this became a habit that was creeping upwards during the first lockdown. Stopping drinking has been a massive positive and lockdown has helped as there haven't been many social occasions.

**Female, 49**



**#IT'SOKNOTTODRINK**





## Physical activity is extremely important to us and the impact of gym closures has been significant

Being physically active during the COVID-19 pandemic is very important for your physical and mental health. It can enhance your mood, wellbeing and energy levels by helping to reduce stress, anxiety and depression.

There's a risk of becoming less active as we spend more time at home. It's important to stay active, sit less and move more for your physical and mental health and wellbeing.

When we think about being active and moving, it is all too easy to start thinking it has to be something big like going to a gym or running a marathon. But it doesn't have to be those things. Whilst those things are great for some people, being active and moving more means different things to different people such as walking, gardening, cycling and dancing. We all need to find the right activity that works for us whether it is the gym or walking to work. The important thing is that being active and moving more feels right for you, is something you enjoy and fits into your daily life.

Being active can be whatever you want it to be and it doesn't have to be hours of sweating for it to have huge benefits to you. It can be feeling more energetic, sleeping better, being more confident, having an improved mood and generally feeling happy. Longer term, the benefits of being active can help to strengthen your heart, lungs and bones, and can also reduce the risk of developing several diseases such as type 2 diabetes, cancer and cardiovascular disease.

Being active and moving more as part of our everyday lives is so important to our physical health and mental wellbeing. Making some little changes can have huge benefits that we experience straight away. As long as it gets your heart beating a bit faster and makes you breathe a bit harder then it all counts. A good way to thinking about how much exercise you need to do is that some is good, but more is better.

Our tips to being more active include:

- Think about how you can be more active in your normal day. Such as take the stairs instead of the lift or walk when you would have usually used a car or bus.
- Set yourself a goal to work towards.
- Focus on how you feel after you have been active.
- Be kind, don't put too much pressure on yourself.





## You told me about how exercising with others keeps you motivated.

“

My new normal means trying to stay as fit and healthy as possible.

**Female, 60**

”

“

I have walked miles around the neighbourhood in the summer, using lots of footpaths that I would never have known about. I have made use of the library online service which has been really good.

**Female, 47**

”

“

I cleared some important emails and got ready to go to Barnsley Active Hub to collect an electric bike applied for some weeks ago

**Male, 71**

”

“

I had never done yoga before lockdown and it is honestly one of my biggest takeaways.

**Female, 36**

”

“

Enjoying countryside and wildlife. The pandemic has opened my world to walks in the park.

**Female, 38**

”

“

Fortunately I have the company of a cocker spaniel dog whose daily walks got me out in the beautiful countryside around where I live

**Female, 69**

”

“

At lunchtime I go for a walk which I didn't always make time for when I was in the office, so that makes a nice change.

**Female, 25**

”



I benefit greatly, as does the planet, by not having to spend time driving to and from work.

**Female, 50**



## Many residents have changed the way they travel during 2020 and have swapped to things like walking and cycling for work and leisure. There are significant benefits of this to individuals, our borough and the planet.

An easy way to describe **active travel** is when you make a journey using your body such as walking, cycling or running. It's really important to our health and wellbeing as it stops us from spending too much time sat down and helps us to move more as part of our everyday life. Active travel is different to us depending on where we live and the lives we lead but there are things that we can all do.

Try walking to your local shops instead of driving, use the stairs instead of lifts, can you walk or cycle on the school run or commit to a regular walk with a friend. In many ways it's about making little changes that have a big impact on us and our communities. By taking up active travel you may benefit by:

- Finding new places to explore and shortcuts in your local area that you didn't know existed.
- Meet new people where you live and help to feel more connected to your community.
- Improving your health, just 30 minutes of walking a day can increase your heart and lung fitness, while reducing the risk of chronic and cardio-vascular disease.
- Helping to lose weight, strengthen your muscles and improve your balance.
- Saving money by reducing the number of car journeys you make.
- Saving you time being active as part of your normal day.
- Helping to contribute to better air quality.
- Helping you to feel better through the sense of achievement, improve your mood and benefit from being outdoors.

## In Barnsley we have lots of ways that we are trying to encourage more people to take up active travel:

- We are developing new walking and cycling routes.
- We are working with businesses and schools to help promote and put things in place that will encourage active travel as a viable choice.
- Support is given to schools through the BikeAbility programme helping children to develop skills to be able to cycle safely.
- The Active Travel Hub based in Barnsley town centre can help with free bike checks and advice on active travel routes. The hub offers a free bike hire scheme, including e-bikes, so you could try cycling to work.
- We also have some exciting projects that help people to think about how they make their journeys including the School Streets Project, Beat the Street, WalkWell and our What's Your Move campaign which aims to raise the profile of being active in Barnsley.

For more information on active travel, why not follow us on Twitter **@BarnsleyMoving** **#WhatsYourMove** or on Facebook searching Active in Barnsley.

**Click here** for more information about the Active Travel Hub:

**Barnsley Active Travel Hub**

# Julia's final words

I want to thank everyone who took the time to send in their diary to help give us this unique insight into what life was feeling like for people who live and work in Barnsley on a day in November 2020 during the COVID-19 pandemic. COVID-19 has thrown a grenade into the lives of every single person in Barnsley and I imagine living through the pandemic will have changed all of us for ever.

I'm sure we've all experienced a mixture of the feelings described in this report – sadness, boredom, guilt, isolation, fear but also love, care, hope and connection. For some it has made already difficult lives harder, for others it has brought a new perspective on life and deepened relationships within families and communities. There is no doubt it has had significant effects on our mental health – and for me this is the most enduring theme coming through the diaries. We know this snapshot can't represent how everyone is feeling – and those feelings often change from day to day anyway, but the insights are invaluable and will inform planning and discussion across the council and its partners as we think about the future.

In addition to everything we have covered in the report, one of the things that particularly struck me after reading all the diaries was the importance of relationships – the everyday business of living together and supporting each other through the crisis has strengthened many relationships, but of course we have seen the tragedy when those relationships are torn apart or when people don't have any close relationships in their lives and the loneliness that may bring.

I write this as we are wondering more and more what the future holds. Many of us entered 2021 thinking we were in the final lap over winter before life could get back more to normal. I doubt any of us could describe normal any more, but I am sure we all long for the end of the physical disconnection with family, friends and our social activities.

We are having to accept that we will be living with COVID-19 for much longer than we ever imagined. It will be part of our lives – but I hope it will become something we are increasingly able to manage and to live well with, as we move on from the all-encompassing feeling it gives us now. As we think about our roadmap out of COVID-19 we know there is not one single solution but we'll need to combine a variety of measures to keep it under control – of which vaccination will be a very important one. I know many are balancing hardship and hope, but we do have an opportunity to 'build back fairer,' and that is something we will all be striving for over the next year. And picking up on the theme of Barnsley's legendary community spirit shown in the diaries, there is a strong sense of hope we will continue to look after each other, support each other by continuing to do what we need to do to keep the virus at bay and keep being kind to each other.

I want to finish by saying thank you to the team who have done the excellent work on pulling together this report and more generally - to everyone who works in public health. They have been working flat out for over a year now to serve the people of Barnsley in this unprecedented time. I am so grateful to every single one of them.

**Julia Burrows, Director of Public Health**

“

None of it quite makes sense and I can easily become resentful.

**Female, 54**

”

“

It's a loss of independence he finds frustrating.

**Resident talking about her 90 year old father**

”

“

I rely on Zoom, email, distant methods of communication, and broadband has become the single most important factor in my day.

**Female, 44**

”



# Thank you for reading our report

For more information please contact public health on **01226 773477**  
or by emailing us on **[publichealth@barnsley.gov.uk](mailto:publichealth@barnsley.gov.uk)**



## 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 PLACE AND COMMUNITIES TO CABINET ON 21 APRIL 2021

#### **Safer Barnsley Partnership Annual Plan 2021 – 2022.**

#### **1. PURPOSE OF REPORT**

- 1.1 The purpose of this report is to share the refreshed Safer Barnsley Partnership Annual plan for 2021-22.

#### **2. RECOMMENDATIONS**

- 2.1 **To receive and note the Safer Barnsley Partnership Annual Plan for 2021-22.**

#### **3. INTRODUCTION**

- 3.1 Under the Crime and Disorder Act 1998, Community Safety Partnerships are required to produce a Community Safety Plan, setting out the strategic crime and harm reduction priorities for the partnership.
- 3.2 Safer Barnsley Partnership's plan aligns with the statutory requirement, priorities and aspirations outlined in the:
- a) South Yorkshire Police and Crime Plan (2017-2021), which ensures a collective approach to achieving the best possible outcomes for and in partnership with our communities.
  - b) Emerging 'Barnsley 2030' plan, with a vision for developing a Healthy, Growing, Learning and Sustainable Barnsley.
- 3.3 The 'Safer Barnsley Partnership' plan is refreshed annually to ensure that the partnership's priorities reflect the 'Joint Strategic Intelligence Assessment' findings and that actions are aligned to emerging priorities.
- 3.4 The revision of the plan enables the 'Safer Barnsley Partnership Board' to review and reset its priorities whilst maintaining focus on its original ambition to assure community safety for the borough. In doing so, the board:
- a) Considers all feedback captured from consultations/engagement events which is a part of the 'Joint Strategic Intelligence Assessment' work and the overall priority setting process. This ensures that public voice and views remain an integral part of informing the year ahead priorities.

- b) Reflects on achievements and performance in the last financial year (April 2020 to end of March 2021) in comparison to the previous year.
- c) Sets out new priorities for the next year and realigns its sub-groups commitments and performance to ensure implementation.

3.5 The 'Safer Barnsley Partnership' annual plan 2021-22 is a statutory requirement for Community Safety Partnerships. It is the strategic community safety plan for Barnsley and sets out the priorities for the community, which is based on the 'Joint Strategic Intelligence Assessment' and consultation carried out every year. It is important that Cabinet receives this plan and is sighted on its content with a view to supporting its implementation and delivery through the 'Safer Barnsley Partnership Board'.

### 3.6 **Joint Strategic Intelligence Assessment priorities**

The annual review of the 'Joint Strategic Intelligence Assessment' takes account of data from Police, Council and partner agencies. This information is considered alongside feedback from the public. This helps to understand the emerging trends and patterns in crime and disorder, and it explores future threats and opportunities. It is part of the evidence base which supports community safety partners to plan and target their activities for the year ahead.

3.7 The priorities that have been identified within the 'Joint Strategic Intelligence Assessment (2020)' requiring focus over the coming year are:

- a) **Acquisitive Crime.**
- b) **Environmental Crime.**
- c) **Substance misuse and Drug offences.**
- d) **Vulnerability and Safeguarding.**

*Note:* 'Child Abuse' and 'Child Sexual Exploitation' are priorities linked to the most appropriate Safeguarding Boards.

### 3.8 **Delivery against the Safer Barnsley Partnership Board priorities during 2021-22**

The priorities will be delivered through four sub-groups, which are as follows:

- Crime.
- Protecting Vulnerable People.
- Tackling Anti-Social Behaviour.
- Promoting Community Tolerance and Respect.

All four sub-groups are supported by named priority leads with responsibility for



co-ordination and delivery. Strategic support in respect of performance is provided through the 'Performance and Development Group'. This ensures impacts against commitment made by each sub-group are evidenced throughout the year.

#### **4. PROPOSAL AND JUSTIFICATION**

- 4.1 That Cabinet receive and note the Safer Barnsley Partnership Annual Plan for 2021-22.

#### **5. CONSIDERATION OF ALTERNATIVE APPROACHES**

- 5.1 Not applicable, the production of the plan is a statutory duty.

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

- 6.1 The Safer Barnsley Partnership's Annual plan provides a summary of key achievements and the four priority areas for the Barnsley for the period 2021-22 in respect of community safety.

#### **7. FINANCIAL IMPLICATIONS**

- 7.1 None

#### **8. EMPLOYEE IMPLICATIONS**

- 8.1 None

#### **9. LEGAL IMPLICATIONS**

- 9.1 Safer Barnsley Partnership Board has met its legal duty by co-producing and publishing its annual plan with key partners.

#### **10. CUSTOMER AND DIGITAL IMPLICATIONS**

- 10.1 The Annual Plan will be uploaded onto the Council's website (<https://www.barnsley.gov.uk/services/community-safety-and-crime/safer-barnsley-partnership/safer-barnsley-partnership-2021/>) and links will be placed on partners webpages. This year we have developed a new host page for the plan, which will also have an interactive holding page breaking down the key areas for our residents and interactive visual case studies.

This interactive page will allow us to reach a larger audience with accessible content, analyses page views and gain an insight in what resident's interests are.

#### **11. COMMUNICATIONS IMPLICATIONS**

- 11.1 An accessible 'Safer Barnsley Partnership' plan has been designed to sit within a new interactive web page on the Barnsley Council page. Residents will be invited to read the plan and use the web page through social media, local press and media.

Working together with our partners, the communications and marketing team will help residents and media understand the plan and the actions we are taking in the borough to make sure that Barnsley is a safe place to live, work and visit.

## **12. CONSULTATIONS**

- 12.1 Community feedback has been captured through the 'Joint Strategic Intelligence Assessment' work to inform analysis.
- 12.2 This included engagement with the community through various platforms undertaken in accordance to all guidance pertinent to the current risk posed by Covid-19.
- 12.3 The refreshed 'Safer Barnsley Partnership' plan has been considered and endorsed by individual partners and board members.

## **13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK**

- 13.1 People achieving their potential:
  - People are healthier, happier, independent and active.
  - Reducing demand through improving access to early help.

## **14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION**

- 14.1 Better accessible harm reduction and community services and early intervention for vulnerable people.

## **15. TACKLING HEALTH INEQUALITIES**

- 15.1 The service addresses several health inequalities linked to people's vulnerabilities, including but not limited to:

Mental health  
Domestic abuse  
Alcohol and Substance misuse  
Reducing crime  
Reducing hospital admissions  
Employment

## **16. REDUCTION OF CRIME AND DISORDER**

- 16.1 Reducing reoffending, violent crime and anti-social behavior is intrinsic to this report.

None

## **17. LIST OF APPENDICES**

Appendix 1- Safer Barnsley Partnership Annual Plan 2021-22

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

**Report author:** Shiv Bhurtun

Financial Implications/Consultation

A handwritten signature in black ink, appearing to read 'A. Mitchell', is written over a horizontal dotted line.

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



This page is intentionally left blank





**SAFER BARNSLEY  
PARTNERSHIP**

Page 55

# **SAFER BARNSLEY PARTNERSHIP ANNUAL PLAN**

1 APRIL 2021 – 31 MARCH 2022



# CONTENTS

FOREWORD	SECTION 1
BACKGROUND AND CONTEXT	SECTION 2
OUR PARTNERSHIP	SECTION 3
DELIVERY AGAINST OUR PRIORITIES IN 2020-21	SECTION 4
BARNSELY JOINT STRATEGIC INTELLIGENCE ASSESSMENT AND OUR PRIORITIES FOR 2021-22	SECTION 5
SUB-GROUPS	SECTION 6
KEY OUTCOMES AND COMMITMENTS	SECTION 7
RIGHT SUPPORT, RIGHT TIME AND AT THE RIGHT PLACE	SECTION 8
MONITORING THE DELIVERY OF OUR PLAN	SECTION 9
DELIVERING OUR PRIORITIES	SECTION 10
REVIEWS	SECTION 11
PLAN ON A PAGE	SECTION 12



# 1 FOREWORD

## In spite of the unprecedented circumstance the Coronavirus pandemic has presented to us all in Barnsley, Community Safety remains at the heart of all our priorities.

As co-chairs of the partnership we are pleased to present our 2021-2022 Safer Barnsley Partnership Plan which takes effect from 1 April 2021.

Our partnership includes statutory agencies and non-statutory organisations as well as the South Yorkshire Office of Police and Crime Commissioner. We meet every quarter to ensure that we are working together effectively to make sure Barnsley feels a safe place for everyone who lives, works and studies here. Now, more than ever is an important time for us to work together to further strengthen our collective efforts in providing a safe community for our residents, businesses and visitors. Responding well to the pandemic has made it very clear how important and impactful we can be by working in partnership.

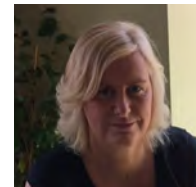
In Barnsley we strongly believe that working together with agencies and the community is the best way to deal with crime, anti-social behaviour and disorder. Our approach goes far beyond enforcement actions as we believe in dealing with the root causes. We have a strong focus on prevention and tackling the broader determinants of crime.

Our partnership plan is produced yearly so that it remains consistent with local needs and changing circumstances. This helps us respond to changes swiftly and accordingly.

Our plan is a live document which tells you how we performed over the last year, what our commitments are for the coming year and how we intend to meet these by working together within the new environment that the current pandemic presents us with.

The commitments for the coming year are set and are a real challenge for us all, but we recognise how important they are for the well-being of all of our residents and visitors.

We look forward to engaging with you throughout the next period and continue to make Barnsley a safer place to live, work and socialise safely. We hope that you will join us in rising to the challenge of continuing to make Barnsley a safer place for all.



**Wendy Lowder**  
Barnsley Council  
Executive Director for Adults and Communities  
Co-Chair of Safer Barnsley Partnership



**Sarah Poolman**  
South Yorkshire Police  
Chief Superintendent, District Commander  
Co-Chair of Safer Barnsley Partnership





## 2 BACKGROUND AND CONTEXT

The Barnsley Community Safety Partnership (CSP) is the statutory partnership responsible for tackling crime and disorder, protecting vulnerable people and reducing reoffending.

The Crime and Disorder Act 1998 and subsequent legislation place statutory duties on Community Safety Partnerships to:

- Produce an annual Joint Strategic Intelligence Assessment.
- Prepare and implement a Community Safety Plan.
- Establish information sharing agreements.
- Establish domestic homicide reviews.

Our partnership is known as the 'Safer Barnsley Partnership' (SBP) and consists of representatives from the following agencies:

- Barnsley Council.
- South Yorkshire Police.
- South Yorkshire Fire and Rescue.
- National Probation Service.
- South Yorkshire Community Rehabilitation Company.
- Barnsley Clinical Commissioning Group.
- Neighbourhood Watch.
- Berneslai Homes.
- South Yorkshire Criminal Justice Board.
- Office of the Police and Crime Commissioner.
- South West Yorkshire Partnership NHS Foundation Trust.
- Violence Reduction Unit.
- Youth Offending Team.

This partnership plan aligns with the statutory requirement, priorities and aspirations outlined in the:

1. **South Yorkshire Police and Crime Plan (2017-2021)**, which ensures a collective approach to achieving the best possible outcomes for and in partnership with our communities.
2. **Barnsley 2030 plan**, with a vision for developing a Healthy, Growing, Learning and Sustainable Barnsley.

Healthy  
Barnsley

Learning  
Barnsley

Growing  
Barnsley

Sustainable  
Barnsley



## 3 OUR PARTNERSHIP

Partnership approaches to tackling crime and disorder are built mainly on the principle that no single agency can deal with, or be responsible for dealing with complex community safety and crime problems.

Our guiding principles to achieve our collective vision are :

### 3.1 One public sector: One borough

Residents want efficient and effective services, no matter who provides them. We will continue working with our partners to:

- **Create joined up approaches that make sense to us all.**
- **Place the person in need at the centre of our planning.**
- **Adopt a whole system approach to providing support.**

We remain committed to Engage, Prevent, Intervene, and Enforce where appropriate to promote a safer Barnsley.

### 3.2 A proactive relationship with our residents

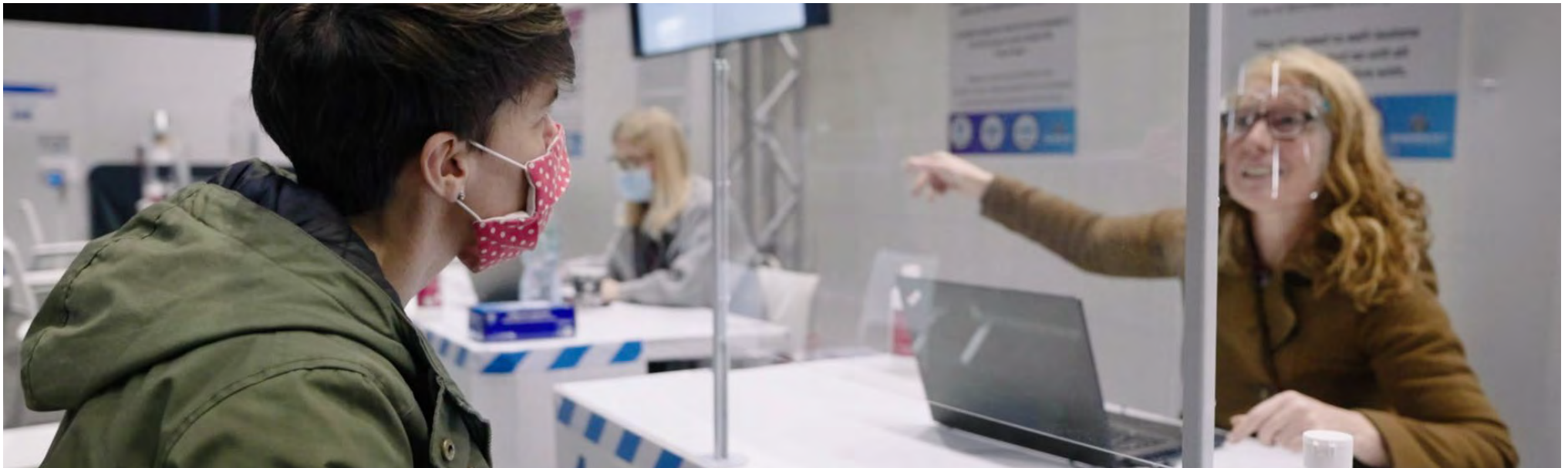
We will continue to provide better connected services, that regularly engage with our communities and places our residents at the heart of what we do. In return, we expect residents will do what they can for themselves, their families and their communities, to help us all feel safe and be safe from harm.

### 3.3 Responding to the Coronavirus pandemic

In response to the coronavirus outbreak our commissioned services have adapted the way they deliver their services to make sure they continue to operate safely whilst adhering to government guidelines and restrictions.

Support for service users has been available throughout the pandemic albeit in a range of different ways. As government guidelines and restrictions have been changing at short notice, the providers have continually reviewed and adapted their service provisions. This level of flexibility has been ensuring consistent access to support by service users. All service buildings where face to face appointments are offered have been reconfigured to be Covid secure with rigorous infection control procedures in place.

It must be noted that we are still operating within a pandemic situation. Our working practice will be an ongoing process of learning, adjusting, and planning to ensure services continue to deliver the best service within the circumstances.





## 4 DELIVERY AGAINST OUR PRIORITIES IN 2020-2021

In the plan for 2020-21, we delivered against our priorities through four sub-groups, each tackling specific areas under the following themes:

- **Crime and Violence Reduction Unit Plan.**
- **Protecting vulnerable people.**
- **Anti-social behaviour.**
- **Promoting community tolerance and respect.**

The section below provides a summary of the Barnsley Violence Reduction Unit's action plan and key progress achieved by each sub-group whilst also responding to the pandemic.

### 4.1 Violence Reduction Unit: Tackling and preventing violent crime.

In the summer of 2019, the Home Office announced that 18 police force areas would receive funding to establish (or build upon existing) Violence Reduction Units (VRUs) which brings together different organisations to tackle serious crimes by better understanding the root causes. The VRUs' primary aim is to strengthen leadership and the strategic coordination of all relevant agencies to support a 'public health' approach to tackle serious violence and its root causes. Safer Barnsley Partnership, a part of the South Yorkshire VRU (SYVRU) secured funding in 2019/20 to further enhance its action tackling violent crime.

The three main areas of focus are to:

- **Build on the partnership arrangements to strengthen our approach.**
- **Increase local delivery of tried and tested multi-agency public health approaches.**
- **Develop new approaches and practices with partners across the county focussed on violence prevention and violence reduction.**

To deliver against our collective objectives Barnsley is adopting a longer-term view working with its partners and completed a comprehensive area profile. This information has informed the Barnsley action plan for the next period. The delivery of the plan will be monitored through the **Crime sub-group** of the Safer Barnsley Partnership.

Barnsley's VRU delivery plan is aligned with the Safer Barnsley Partnership's priorities as set out in this document. Safer Barnsley Partnership will be linking local delivery plans and actions with the broader SYVRU's prevention framework which are :

- **Primary prevention** - stopping violence before it starts.
- **Secondary prevention** - provide support early to stop violent behaviour from becoming established.
- **Tertiary prevention** - providing a way out for those already entrenched in violence.
- **Criminal justice and enforcement** - holding people accountable when they are criminally culpable.
- **Attitudinal change** - aiming to shift cultural norms in society.



## 4.2 Our Local Violence Reduction Unit plan – A brief summary

The Barnsley Violence Reduction Plan is broken down into **six themed** areas. These are:



**Place** – Reduce violence in the streets and locations where it is most common.

**Alcohol** – Reduce the impact of alcohol on violence.

**Evening and Night time economy** – Reduce the instances of violence associated with night time economy.

**Address disproportionate levels of violence** (both victim and perpetrator) associated with young people between the ages of 15 and 30.

**Domestic Abuse** – Work to end domestic abuse and create zero tolerance towards domestic abuse in Barnsley.

**Weapon Enabled Crime** – Prevent the escalation of the use of weapons in Barnsley and disrupt the activity of those for whom weapons are a feature of their criminal activity.

You can read the South Yorkshire Violence Reduction Unit Strategy here:

[South Yorkshire Violence Reduction unit](#)

## 4.3 KEY PROGRESS OF THE SUB-GROUPS

### 4.3.1 TACKLING CRIME SUB-GROUP

**This group focused on meeting the outcomes:** *‘Victims and Communities are protected through a partnership approach to the identification and prevention of crime and targeted offender management’.*

**Last year we said we would:** *‘Improve our partnership response to domestic abuse, targeting our offenders and offering an excellent victims service.’*

**We have** developed a specific team within South Yorkshire Police to investigate domestic abuse which operates from Barnsley. The team works with multiple agencies to:

- a). carry-out comprehensive investigations and protection of victims.
- b). reduce length of investigation time.


**We have** adopted a multi-agency approach and protected more victims by using powers afforded through the Domestic Violence Protections Orders (DVPOs) and Domestic Violence Disclosure Scheme (DVDS). Number of people protected through the DVPO’s in 2020 was 262 (up from 149 in 2019). We have an increased emphasis on reducing risk and 146 people were supported through the Domestic Violence Disclosure Scheme. This scheme helps:

- a). A person to ask the Police to verify if their partner has a violent or abusive past
- b). The Police to advise on their own initiative if they have information about the violent or abusive behaviour of a person that may impact on the safety of that person’s current or ex-partner.

**We have** adapted our working practices to be in line with the requirement of the pandemic. Aware that domestic abuse(DA) is a ‘hidden harm’ with victims feeling more isolated, alternative ways to report DA to the police have been created through the Silent Solution and an online portal. Together the partnership have sought to raise awareness and how to report. We have seen an increase of 7.3 % incidences in 2020 which can be linked to more awareness and confidence in asking for help early.

**We have** further increased our arrest rate for DA from an annual average of 44.4% in 2019 to 54.3% in 2020.



**Case study: Supporting a victim of domestic abuse.** 

In 2020 officers were called to a disturbance relating to people fighting in the street. The victim informed officers that she had been attacked by her partner; however, she refused to provide a statement and left. Witnesses at the scene also refused to support a police investigation. In spite of this difficulty the police followed on with the investigation and were able to successfully protect the victim and prosecute the perpetrator.

Later in the year the victim reported a second incidence relating to being harassed by her partner, but again refusing to support the investigation. In spite of the victims reluctance the police focussed on reducing risk to all concerned. The police were able to successfully arrest and charge the partner who has been placed into custody awaiting trial for assault, harassment and witness intimidation.

The victim is being supported through key agencies working alongside the Police service. Independent Domestic Abuse Service (IDAS), social care and other partners are now involved ensuring safeguards are in place for victim to feel safe.

**Last year we said we would:** *'Develop a consistent community response to the threat from organised crime to lessen the harm caused.'*

**We have** carried out a comprehensive assessment of organised crime groups within Barnsley according to their threat level to the community using national guidance. Organised crime groups are linked to a range of crimes such as threat of violence and production of controlled drugs without license.

**We have** sharpened our focus in Barnsley to monitor organised crime groups activities and prevent them taking root in our community. This approach of close joint monitoring with other agencies is resulting in a better understanding of these types of criminal behaviours.

**We are** using this approach and intelligence to provide early protection to the community and to also disrupt any threat early. So far, there have been fifty reported crimes in 2020 associated with organised crime groups compared with sixty one in 2019. Fifty seven organised crime group disruptions have been identified and pursued in 2020, to disrupt criminal activity, divert criminal gains and pursue those responsible.

**Last year we said we would:** *'Assist our communities in identifying emerging threats and issues that need a response through the crime sub group.'*

**We have** worked with the community in identifying and responding to new methods of committing robbery offences brought around because of the pandemic. We are seeing offences where offenders enter shops and disguise their activities using facemasks, worn in line with national pandemic prevention requirements. This makes it easier for the offenders to disguise their identities and not be easily recognised.

Overall personal robbery and commercial robbery offences in Barnsley are low. Offences are thoroughly investigated making sure our response is always victim and evidence focussed. This approach helps us to identify those responsible quickly and also to assist in jointly rehabilitate them back into the community through the integrated offender management programme.

Robbery has decreased from 221 recorded offences in 2019 to 200 offences in 2020, which can largely be attributed to a reduction in business robberies (19 fewer offences were recorded). Whilst the rate of personal robberies has remained relatively stable (2 offences fewer when compared with 2019) there has been an overall increase of 32 positive outcomes recorded compared with last year, resulting in a positive outcome rate of 20%.

**Case study: Tackling threatening behaviour, assault and robbery.** 

A local man delivering milk, was robbed of his milk van and its contents. The offender threatened and assaulted the victim, using a knife. Through a professional response and investigation from the team of detectives, CCTV footage was secured at both the location of the original offence and the location where the stolen van was recovered. Evidence from a number of sources helped to quickly identify the offender. He was subsequently arrested, interviewed, formally charged and remanded into custody for this serious offence. He is currently awaiting criminal trial.

**Last year we said we would:** *'Increase our understanding and response to the threat of child exploitation and the threat to our most vulnerable in society through county lines.'*

**We have** re-engineered our response to child exploitation and understanding for 'county lines'. Specialist police officers working from the Worsborough Centre with social workers are deployed together as a team. They work with children or young persons, to develop supporting strategies collectively for their families.

**We have** explored how best we can understand the risks by engaging with children or young persons in challenging circumstances to help to keep them safe, using available legislative opportunities such as Sexual Risk Orders and joint-partnership working to deter offenders and protect victims.

**We are** continuing to work with our partners including children's social care, the Youth Offending Team, probation, Integrated Offender Management, health, Child and Adult Mental Health Service (CAMHS), schools and colleges, drug and alcohol services as well as the voluntary sector.

### Case study: Supporting a young person at risk of exploitation

A vulnerable 14 year old person under the influence of illegal substance was reported to be in the town area.

Working in partnership with agencies such as the social care teams, children mental health team and safeguarding the fourteen year old was supported to manage his drug addiction at his home in a safe environment. The fourteen year old is being supported by carers and key workers who are overseeing his progress and recovery programme.

The programme of support includes lived in carer and daily home visits by a range of professionals.



**Last year we said we would:** *'Engage with communities and developing a response to the threat from violent and knife enabled crime.'*

**We have** maintained our commitments to preventing and investigating serious violence working with the Violence Reduction Unit. We are continuing our push and drive on 'stop and search' and we have commissioned several targeted knife related operations called 'Operation Sceptre', where knife crime focus and prevention activity take place. Through partnership working we have obtained a better understanding of the frequency of knife crime offences, the locations and the identity of habitual knife users. This has helped inform and direct many proactive policing activity based around trends and patterns. This approach has resulted in:

- A decrease in violence with injury by 14% (i.e. by 230 offences to 1383).
- A reduction in knife crime in Barnsley in 2020 recording 241 offences, as compared to 2019 recording 300 offences. This represents a 19.7% reduction.

**Last year we said we would:** *'Work in partnership through our "Fortify" approach to tackle those who cause the most harm around serious acquisitive crime, in particular burglary offences. We will take appropriate action against those that choose to both supply and take illegal drugs.'*

**We have** recognised and responded to the harm from serious acquisitive crimes in Barnsley priority, by ensuring we have new evidence-led processes have been put in place to tackle this problem. We are making better use of crime data to identify and support police patrol operations into the key hot spots for residential burglaries, ensuring a more connected prevention plan with the necessary supportive daily governance structures in place.

**We have** worked with victims and communities to ensure the necessary engagement and prevention work continues to ensure a seamless victim-focused service along with identifying and responding to emerging issues at the earliest opportunity. Serious acquisitive crimes have reduced from 4506 in 2019 to 3332 in 2020 (a decrease of 26%).



## Last year we produced our Local Violence Reduction plan.

Delivery against the action plan is overseen by the Crime sub-group.

Since approval of the local plan **we have:**

- ✓ Gathered in-depth information detailing types of violence at street level and this will inform our actions in 2021.
- ✓ Worked with the Barnsley Alcohol Alliance and Safer Barnsley priority sub-groups to promote healthy life style and reduce alcohol related crimes.
- ✓ Engaged with businesses and the voluntary sector partners to ensure our night time economy operates within safe environments and the public are supported and protected through schemes such 'Street Pastors'.
- ✓ Introduced the 'Mentors in Violence' prevention programme into secondary schools. This programme offers training to 10/11 years old students to become mentors who in-turn provide series of raising awareness sessions to 7, 8 and 9 years olds. This creates assurance amongst younger people in dealing with any types of abuse safely and confidently. This programme is being rolled out to schools working with the Barnsley Targetted Youth Support service.

**We are also** working with partners towards creating a zero tolerance to domestic abuse through education and prevention.

**We are** applying a planned approach using the '**Plan B Custody Navigator scheme**'. This approach aims at engaging young adults to make the right choice and step away from crime. In doing so, the scheme helps provide support to individuals working with range of other partners and prevent escalation of criminal activities.

For more detail please see our online information via this link: [Violence Reduction Unit and Initiatives](#)



## 4.3.2 PROTECTING VULNERABLE PEOPLE SUB-GROUP:

**This group focussed on meeting the following outcome: *The threat, risk and harm to vulnerable people, families and communities are minimised.***

**Last year we said we would be committed to:** *'Developing domestic abuse services that will meet the needs of the community.'*

**We have** invested grant money awarded from the Ministry of Justice (MoJ) to develop a local community hub in Goldthorpe. Through careful re-design of an existing building we have progressed the 'hub project' as new office premises for IDAS (a service that supports victims of domestic abuse and sexual violence). We have also added within the hub a community café – 'The Snap Tin' which has increased its capacity to service more local people and groups. The café is also designed to cater for people with dementia which is promoting wider awareness and increasing engagement with the wider community.

A further element of the MoJ project is to source safe accommodation for female offenders from the Borough who have experienced domestic abuse. In spite of the Covid restrictions, two properties have been purchased and will be available for tenants from mid-February 2021. The Council's 'Housing Options' team and commissioned services, 'Humankind' and 'IDAS' are working together to make sure the right tenants are matched with the right property. Substance misuse services are also delivered from the building with a carefully redesigned access point and refurbished office space.

We have also commenced a strategic review of domestic abuse service provision to inform the re-commissioning of services for 2022.

**Last year we said we would be committed to:** *'Continuing to support individuals with multiple support needs who are aged 25 years and over to access accommodation and support that are appropriate to their needs.'*

**We have:**

- Extended the interim contract for 25+ provision to ensure service continuity and support was not interrupted during the pandemic.
- Supported the service to become 'COVID-secure' and able to maintain social distancing, and self-isolation.
- Commenced a strategic review of the service provision to inform the re-commissioning of multiple needs services in 2022.



Last year we said we would be committed to: *'Co-ordinate a multi-agency response across the Safer Barnsley Partnership to tackle substance misuse across the borough by implementing a substance misuse plan.'*

**We have** established a multi-agency group to undertake a strategic review of substance misuse in Barnsley. A Needs Assessment has recently been compiled. The findings will inform the development of a multi-agency plan to reduce harms to individuals, families and communities that are associated with alcohol and drugs misuse.

Last year we said we would be committed to: *'Continue to develop the current substance misuse service to help those with drug and alcohol problems to access the most suitable support that is appropriate to their needs.'*

**We have** during 2020-21 reconfigured the substance misuse service to make the accessibility of the service easier for people who are highly vulnerable and struggle to engage. A harm reduction pathway has been developed and implemented to provide a more flexible open access approach to engagement. This enables better support for people with multiple and complex needs. *See case study.*

### Case study: Outcomes achieved through the new Harm Reduction / Open Access Pathway



A service user has been receiving support from 'Barnsley Recovery Steps' since September 2017, during this time they have used a number of different drugs simultaneously as well as heroin (this is called poly drug use). This person who has a history of rough sleeping also has a diagnosed of epilepsy. Additionally, the person has a history of poor self-care and fails to take her epilepsy medication on time which has led to increased episodes of epileptic seizures. The seizures have a negative impact on the individual's daily functions which then causes her to relapse into starting with drug use which increases risk of exploitation from peers and associates.

To support this person 'Barnsley Recovery Steps' placed them onto the harm reduction open access pathway in the hope that the open access approach and a more flexible care plan would increase engagement and reduce the risks associated. This person's involvement with the service has been inconsistent in the past, often missing clinical appointments. This person was also known to be difficult to engage in one-to-one key working sessions and tended to attend the service outside of allocated appointment times. Since moving to the harm reduction pathway the individual has:

- 1). Had 100% attendance and not missed appointments.
- 2). Received harm reduction advice, safer injecting practices and education around misuse of medications.
- 3). Up to date blood borne virus testing and a hepatitis B booster vaccination.
- 4). Supported to change the administration of epilepsy medication to a more user friendly system, therefore this is easier to manage and reduces the risk of her not taking medication. This has resulted in a reduction in seizures episodes and overall improvement in the person's health.
- 5). Reduce frequency of substance use from daily to 1-2 times a week.
- 6). Stopped using 'class A' substances, heroin and crack cocaine and reports no current injecting practices.
- 7). Maintained compliance with substitute medication and has not needed a re-start or break in prescribing since moving to the harm reduction pathway.

The individual's care plan was built around reducing risky behaviours and encouraging compliance with medications. This has led to better and safe management of substance use over the last six months and becoming more independent with planning longer term goals.

The person is now interacting well with, drug worker, social worker and housing support with a view to finding suitable longer-term accommodation.





Last year we said we would be committed to: *'Continuing to strategically align the work to deliver 'Think Family' programme objectives working with our partners.'*

**We have** used funding secured through Barnsley's Government's Troubled Families programme to:

- Develop the Council's Data Warehouse which processes data to identify vulnerable people, groups and their needs so that early interventions can be effectively targeted.
- Fund early intervention services to ensure that they deliver a holistic approach to supporting families with one worker, one plan and team wrapped around family.

5,095 families have been supported by the 'Think Family/Trouble families' funded programmes to date. These families experience multiple interconnected problems such as;

- Children with poor school attendance/excluded from school
- Domestic violence
- Crime/Anti-social Behaviour
- Youth Offending
- Unemployment
- Drug and alcohol use
- Involvement with Children's Social Care

The case study below shows how the support received by the 'Think Family/Trouble families' funded programmes can help families affected by the above problems and achieve positive changes.



### Case Study: Think Family funded Early Intervention worker.

A family was referred to Family Support following safeguarding concerns arising from domestic violence directed to the mother by her partner. The partner was a known perpetrator with outstanding warrants for his arrest.

A Family Support worker was allocated to the family to complete an 'Early Help' assessment and devise a support plan with the mother. Additional issues were identified including behaviours of the children at school, the mental health and wellbeing of the mother and financial difficulties linked to the family previous rent arrears and unemployment.

Over a 24-week period the Family Support worker acted as the Family's single point of contact and supported them to access a range of services to assist with their multiple issues. Services included the Think Family Employment Adviser, Doctor, Family Centre, Housing, Benefits and Domestic Violence support.

As a result of the support, the mother received help for her mental health issues from her Doctor, she started attending Domestic Violence support sessions, Barnsley College and Community Education classes, and going to the Family Centre with her younger child for social and sensory sessions. She received back payments on Tax Credits and put in place a payment plan for rent arrears. The behaviour of both children at school improved and the elder child attended domestic violence support group sessions. At the end of this support programme the safeguarding concerns were also addressed with the perpetrator who no longer living in the family home. The family were offered continued support through Early Help services to ensure longer term independence and resilience.

Last year we said we would be committed to: *'Address the challenge of people with complex needs to help their recovery and resettlement.'*

#### We have:

- Maintained the supply of accommodation and support services throughout the COVID-19 pandemic.
- Introduced 'virtual' meetings for multiple needs services using video technology to ensure referrals continued.
- Successfully delivered additional capacity during the pandemic in response to the Government 'Everyone In' initiative to reduce rough sleeping.
- Increased temporary accommodation capacity in partnership with Berneslai Homes.
- Secured 'Next Steps Accommodation' funding to keep rough sleepers off the streets and supported to identify onward funding options.

#### Case study: supporting rough sleepers through the pandemic

In response to the coronavirus pandemic the government called for council's to accommodate all rough sleepers, through the 'Everyone in' scheme. The Housing Options team secured and furnished twelve flats and the first rough sleepers moved in on the 9 April 2020. Two additional flats were acquired to provide extra capacity through the winter months and to support cold weather provision.

Part of the work within the accommodation's scheme is to undertake a detail assessment of the client in partnership with other key services with a view to identify support and reduce future risk of homelessness. Partners involved include services which support offenders, individuals with mental health, substance misuse and physical health problems.

The impact of Covid and limitations associated with lockdowns has resulted in the service managing its operations with various levels of flexibility. This has ensured clients were receiving meaningful support and opportunities to interact in a positive way. Support provided includes assistance with claiming benefits, registering with primary care services such as a GP, supporting payment of bills, debts management, reconnecting with families and facilitating access to other services.



#### 4.3.3 ANTI-SOCIAL BEHAVIOUR SUB-GROUP:

This group focussed on meeting the following outcome: *The impact of anti-social behaviour on residents and visitors to Barnsley is reduced*

Last year we said we would be committed to: *'Further enhancement of the local safer neighbourhood services to better tackle local crime and antisocial behaviour.'*

We have enhanced the capacity and therefore resilience of our local neighbourhood policing and town centre teams during 2020/21 by:

- Increasing the number of police officers following ongoing recruitment and training of new officers.
- Deploying five town centre wardens from April 2020.
- Introducing a further fifteen wardens across the area teams by the end of 2021.

Despite the pandemic the overall trends for anti-social behaviour reports have continued to show a flattening trajectory during 2020/21. Barnsley has experienced the lowest rates of recorded anti-social behaviour per 1000 population compared with the rest of South Yorkshire which is attributed to a large degree to the impact of the integrated Safer Neighbourhood Service teams.

Increases in police and council uniformed staff operating within the town centre and locality teams.



**Last year we said we would be committed to:** *'Improving approaches to and opportunities for engagement to identify priorities, improve perceptions and help to strengthen communities.'*

**We have** continued to support and promote engagement through our 'Partners and Communities Together' (PACT), meetings in compliance with the pandemic restrictions. This has resulted in over 1300 new users registering onto the South Yorkshire Police Alerts' system. This has facilitated better insight into the community in respect of anti-social behaviour issues, but also best way of dealing with such issues with the communities. In addition this has also added to the level of engagement of the public with the Barnsley Joint Strategic Intelligence survey and the Berneslai Homes Star survey.

**We have** worked to inform the use of dedicated social media sites for each locality team to broaden accessibility and hosted numerous online question and answer sessions to further capture local priorities and responses. The local partnership teams have conducted numerous open air local drop-in events typically targeted in locations where anti-social behaviour problems have been identified. These have included the setting-up of a mobile police tent at Cudworth Park, Bank End, the Town Centre and Athersley. To support the priority to address environmental crime and blighting, the council also undertook extensive public consultation in late summer of 2020. This was to consider the introduction of a boroughwide 'Public Spaces Protection Order' to assist with the better control of dog fouling.

*Note: COVID19 has created a different dimension in relation to public concerns and priorities relating to anti-social behaviour. Different types of behaviours and activities more typically accepted within our communities before COVID have during this period been the cause of greater "alarm and distress" requiring more action and interventions.*

**Last year we said we would be committed to:** *'Focussing on those problems identified as causing most concern including anti-social behaviour associated with substance misuse, environmental crime and housing related nuisance to tackle anti-social behaviour most impacting communities.'*

Notwithstanding the impact of the pandemic **we have** continued to address concerns relating to substance misuse and particularly drug related activity, environmental blight, crime and housing related nuisance. We have dealt with an increased number of drugs related offences in 2020 and intervened in more than 1000 environmental blighting issues per quarter of that period.

Working with our partners **we have** significantly increased our efforts to improve standards of behaviour and environmental conditions in the private rented housing sector. We have delivered specific initiatives working with the public and partners which included the 'Cannabis Aware' campaign and 'Anti-social behaviour' campaigns in areas prone to such challenges. This has resulted in a sustained reduction in rented properties being used for cannabis growths and continued support in the Dearne and Central areas of the town.

**We have** also dealt with increases in neighbour related nuisance cases where local relationships between neighbours were being affected due to increased anxiety and pressures associated with the initial lockdown rules.





### Case study: Working with the residents to tackle anti-social behaviour.



Princess Street was a relatively quiet street of terraced properties close to the town centre. Shortly after a new tenant moved into the street, residents witnessed several known offenders and drug users in the property. This led to fear in the community and residents reported that they felt frightened in their own homes. The initial issues reported included noise nuisance, a build-up of waste in the garden and alleyways, fly-tipping, the presence of rats and drug dealing from the premises and the local park. The condition of the property was also noted to quickly deteriorate. A multi-agency meeting was called and a community action plan drawn up. A joint investigation was initiated by the Police and Council's team.

A community engagement plan was developed to build residents' trust and confidence in our approach to dealing with the issues. This included door to door ASB conversation in order to better understand the impact on their quality of life of residents. Information recorded helped established that there was little to no accountability from the landlord, disinterested Letting Agent and a high turnover of tenancies leading to a lack of resident investment in their community. This resulted in a rapid decline in the look and feel of the area.

A small number of key residents agreed to act on behalf of the whole street to ensure they were all kept informed of progress. The tenant of the property was assisted by Housing Options team and given an opportunity to move to a supported tenancy, but this was refused. As evidence was being gathered to support a partial premises closure order, 4 of the occupants were arrested and subsequently found guilty of street robbery and sentenced to prison terms. The Council worked with the tenant's relatives to arrange the termination of the tenancy. The Letting Agent has worked with the SNS to ensure proper vetting and reference checks for the new tenant moving in. The residents collectively decided to become a Neighbourhood Watch area and the scheme is now up and running. They are being further supported by Stronger Communities.



Community and Safer Neighbourhood Service Housing Team coming together to tackle blighting at Princess Street.

### Case Study: Operation Fitzwilliam



Operation Fitzwilliam, was aimed at tackling a long-standing issue near to Barnsley town centre associated with the dealing and use of Class A drugs, Organised Crime Groups, anti-social behaviour and environmental blight. A number of prolific town centre offenders and drug users were regularly staying in the area and a number of warrants had previously been executed and arrests made.

A broad range of agencies were involved in the operation which included the council team and the Police teams. A joint approach was used to execute the warrant and arrest of suspected offenders. Crack cocaine was recovered along with seventy-nine individual wraps (estimated value of £2,500), cash and other dealing paraphernalia.



As part of the operation officers involved also conducted door to door visits to offer support and provide reassurance to other residents in the affected area. Properties and gardens were also inspected to check for waste and graffiti. Support was provided to deal with excess waste and environmental blight issues through provision of additional refuse bins.





Last year we said we would be committed to: *'Provide tailored interventions to those most susceptible to causing or being a victim of persistent anti-social behaviour to protect and support those most vulnerable to the impacts of anti-social behaviour.'*

In response to the pandemic we adjusted our plans to identify and target support to those people and problems that were most at risk of worsening due to the impact the pandemic and national lockdown rules. Included in our support were people at risk of coming to harm as a victim of crime and anti-social behaviour and those at risk of causing such problems.

The Safer Neighbourhood Services developed an assessment methodology working with multiple partners including Bernelseigh Homes and the police. This enabled the team to prioritise high risk areas and respond in a timely way therefore preventing any deterioration of issues at early stage. This approach has resulted in:

- Support provision to over 200 households who were affected by anti-social behaviour during 2020 and early 2021.
- Achievement of 80% positive outcomes when closing cases for victims of antisocial behaviour.
- Over 300 cases dealt with up to December 2020 by the Safer Neighbourhood Services high demand hub (police team) and over 200 cases closed as successfully resolved.
- Continued emphasis on problem solving approaches to tackle the most abiding anti-social behaviour locational problems across the borough with more than 100 active Problem Oriented Plans in place per quarter throughout the period.
- The consolidation of the CCTV infrastructure across Barnsley to include improved offer in the Town Centre and coverage extended to include most of Barnsley's Principal Towns and villages.
- Ensuring those who were rough sleeping or threatened with homelessness in our borough to be appropriately accommodated to minimise risk to themselves and others while keeping the town centre as safe during the lock down.

It's important to note that some of the challenges presented by the pandemic have included reduced and restricted access to the courts. This has impacted on the ability to escalate interventions to deal with some individuals and offences in a timely way. The majority of anti-social behaviour can be resolved at an early stage with the right intervention; however, some issues can equally become often entrenched and prolonged requiring the courts intervention. The restriction of court availability has unfortunately resulted in unexpected challenges in respect of addressing some of our more enduring problems.



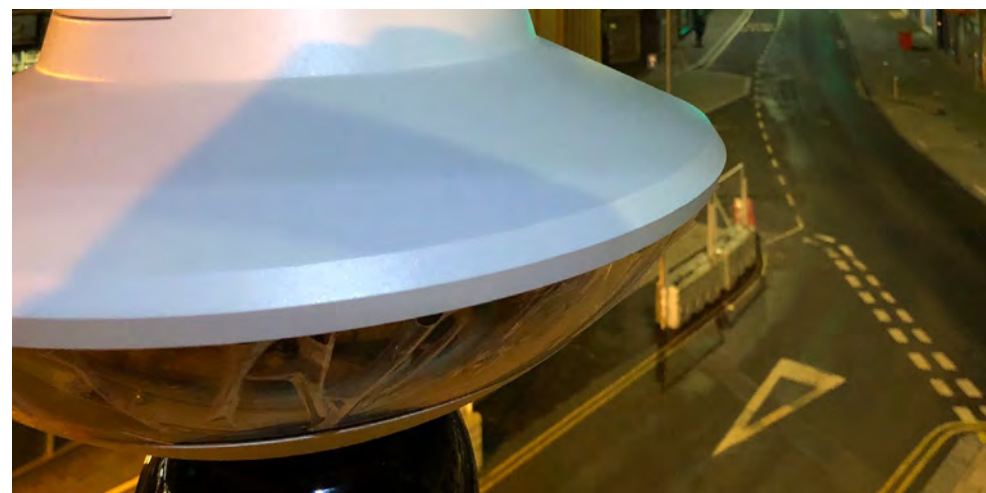
Tackling Environmental Crime with the help of technology and the public

### New CCTV Capability in our Principal Towns (Above Hoyland Town Centre)

Last year we said we would be committed to: *'Develop and improve our analytical capabilities across the partnership to be better informed in achieving our aim of tackling anti-social behaviour.'*

We have continued to develop the Threat Harm and Risk (THRIVE) and 'Tactical Tasking' models of analysis working with partners to manage risk of anti-social behaviour from an early point. To strengthen our work the council have also added to their business intelligence capacity function. This is helping the team to carry out targeted planning and response in respect of potential anti-social behaviours.

Responses to the social impacts of COVID have also necessitated the development of a community intelligence element to planning COVID specific response activity which often corresponds with community reporting of concerns about anti-social behaviour.

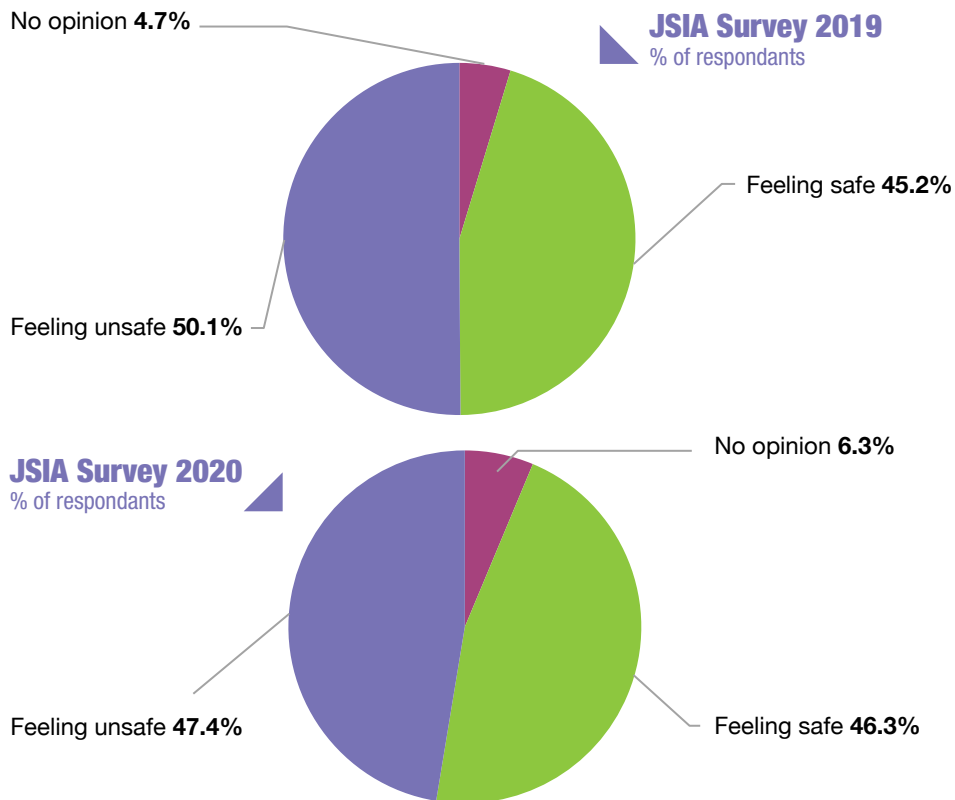




Last year we said we would be committed to: *‘Continue to work towards improving perceptions of safety in our town centre and other principal towns to help build tolerant and respectful communities.’*

We have developed a communications plan to improve perceptions of safety across the borough. The plan will help us to focus on issues that generates the greatest concern and to develop communications that provide accurate information early on to the public. Using various social media platforms we have shared the positive outcomes and updated the community on the work we are doing. Perception of safety in the community is improving in spite of the impact on teams capacity due to the pandemic. The Berneslai Homes ‘Star Survey’ of tenants and the JSIA Public consultation have registered positive responses in relation to perceptions of safety. See pie charts below.

Page 71



There is improvement in perception of safety in the town centre.

#### 4.3.4. PROMOTING COMMUNITY TOLERANCE AND RESPECT SUB-GROUP:

This group focussed on meeting the following outcome: *Communities are safer, cohesive and more resilient.*

#### A picture of our achievements

Last year we said we would:

- 1). Improving our service delivery to the public by developing our understanding of the make-up and needs of our communities.
- 2). Increasing our engagement with the ‘hard to reach’ communities to build trust and confidence in service providers.
- 3). Increasing the delivery of hate crime-related training to key stakeholders.
- 4). Increasing the provision of ‘Safe Places’ and third-party reporting centres.
- 5). Providing an early intervention approach to raising awareness amongst young people of hate crime and its impact.

We have participated in a research project called ‘Communities Up Close’, which focusses on communities that have seen high levels of new migration. The project engaged with both long-standing residents and new arrivals into that community. This was to understand how each felt that their communities and lives have been impacted on. The report produced have been shared within the group and are currently being used to guide our activities to improve community cohesion and integration. Further information about the project can be found here: [Migration Yorkshire.org.uk](https://www.migrationyorkshire.org.uk)

We have supported training and engagement sessions to be delivered for groups such as the ‘Refugee Council’ and a ‘Mencap Support Group’. Engagement with the ‘Visually Impaired Group’ and the wider Black, Asian and Minority Ethnic (BAME) and Disability Forums is planned for the next period within the limitation of the lock down rules. Virtual engagement has been continuing offering a route to report hate crime early.

We have been working in partnership with the Barnsley Council Communications Team to strengthen key messages going out to local communities to increase broader understanding of how to access local services and support through the pandemic period.

**We have** increased the number of places in Barnsley where vulnerable people can ask for help when feeling unsafe away from home. Three ‘Safe Places’ sites added in the last year are:

- Café in Birdwell.
- Mencap in the Town Centre.
- Barnsley main Police Station.

There is a ‘Third Party Reporting Centre’ added at the Refugee Council and updated training delivered to library supervisors. Promotion of the Safe Places scheme has continued with an open-air stall in Barnsley Town Centre each week throughout August month.

**We have worked** to extend the ‘Mini-Police’ scheme. This is an introduction to the positive experience of policing and working with communities. Two schools in Barnsley have taken part, Bank End School in Worsbrough and Milefield School in Grimethorpe with their Year five children. The objective of this scheme has been to equip a group of students to pass on their learning to other children. This training has also been extended to Year Three groups at the Thurnscoe Primary School.

The council’s ‘Prevent and Cohesion Officer’ will be working towards delivering a young person’s mentoring scheme that will provide tailored support to those who may be at risk of becoming disconnected with the society.

**Case study: Raising awareness on reporting hate crimes.**



The Barnsley Refugee Council contacted the Hate Crime co-ordinator following the assault of one of their clients. The assault was dealt with by Police and was not racially motivated but had caused considerable fear amongst service users. The co-ordinator offered to deliver hate crime training to service users which was attended by approximately twenty residents. Service users consisted of individuals from various countries such as Senegal, Iraq and Romania. The training session enabled the service users to proactively engage and ask questions, dispel myths, provide reassurance and guidance on how to report incidents. Service users reported the training to be a success in raising awareness.

**Case study: Working in partnership with Refugee Council**



Hate Crime training was offered to the new Town Centre wardens by South Yorkshire Police Hate crime co-ordinator via Microsoft Teams in August 2020. One of the wardens had been subject to racial abuse and was able to relate their experiences of what had happened. This led to partners to explore the development of a third party reporting centre through the Refugee Council, which is a local centre for refugees, asylum seekers and migrants as well as women’s groups. Further training has been delivered to staff and volunteer at the local centre.





## 5 BARNSELY JOINT STRATEGIC INTELLIGENCE ASSESSMENT (JSIA) AND OUR PRIORITIES FOR 2021-22

The JSIA is an annual review of data from the police, council and partner agencies which identifies existing and any emerging issues within the borough. The production of the JSIA involves a comprehensive analysis of information and feedback from the public about their views on :

- What is important to them in respect of community safety.
- What would they view as key priorities for the next period.

Responses to our Public Consultation survey continues to increase year on year. There was a 7.4% increase in 2020 compared with the previous year.

The majority of the respondents (95.8%) live in Barnsley of which (4.6%) were residents who had served or are currently serving in Armed Forces.

Analysis of crime data suggests that there has been an overall reduction noted in environmental crimes themes such as criminal damage, arson, and deliberate fires during 2020 period.

There is an increasing awareness of crime types including cyber-enabled offences within the community. Further conclusion drawn suggests that:

- Multi-agency approaches to tackling crime is having a positive impact on vulnerable people's lives.
- Promoting awareness of the wide range of crime types is an integral part of our activities to ensure early intervention and prevention.

Overall the public opinion on key areas of priority has not changed as compared with the last period.

Findings from the JSIA proposes priorities to the relevant partners agencies, with the aim of ensuring that we all work together effectively to tackle crime, anti-social behaviour, protect vulnerable people and promote community tolerance and respect. Action to deliver against the priorities are undertaken by the partnership's four sub-groups.

## OUR PRIORITIES FOR 2021-2022

Priority themes set out below were identified last year and these have not changed for the next period. We will be focussing our resources into wider areas in parallel to the priority themes below to ensure our residents continue to be resilient, stronger and safe from harm.

### Acquisitive crime

Acquisitive crime is where the offender has a material gain from the offence, for example theft, burglary and robbery offences. It is recognised that these offences have a harmful impact on both individuals as well as businesses; therefore it is a high priority.

### Environmental crime

Environmental crime includes fly-tipping, graffiti, arson, littering, noise complaints and dog fouling. Barnsley Council's '#EverybodyThink' campaign raises awareness about disposing of rubbish responsibly and the "Love Where You Live" campaign seeks to increase pride in our borough and its communities. We will continue to pursue the reduction in harm to our beautiful borough.

### Substance misuse and Drug Offences

Substance abuse and drug dealing are a high priority because of the harm and impact this has on the individuals, organisations and our community. Within Barnsley, there is an integrated substance misuse service which supports people with drug and alcohol problems. There are also a number of schemes in place to help with alcohol misuse in Barnsley, including the Best Bar None initiative, incorporating licensed premises in the town centre. Barnsley also has a Public Space Protection Order, which forbids drinking in the street and around the town centre.

### Vulnerability and Safeguarding

There is support available across Barnsley, where we have a variety of specialist teams ready to listen, support and provide advice on the steps you can take to get out of an abusive situation. The "Speak Up" campaign raises awareness of domestic abuse. If you'd like to speak to someone, call the domestic abuse charity IDAS (Independent Domestic Abuse Services) on 03000 110110. There will always be someone ready to listen.

The council is working in partnership with IDAS to launch another new campaign, "Speak to me", based around GP surgeries and establishes a safe environment to discuss domestic abuse, healthy relationships and reducing risk.

## 6 SUB-GROUPS FOR 2021 -2022

For the period 2021-2022 the Safer Barnsley Partnership strategic priorities and vision will continue to be delivered through our four sub-groups which are:

- Tackling Crime and Violence Reduction Unit.
- Protecting Vulnerable People.
- Tackling Anti-Social Behaviour.
- Promoting Community Tolerance and Respect.

The four sub-groups' actions continue to promote a holistic and multi-agency approach with a clear focus on harm reduction and prevention. This approach is important because, for example, the harm caused by substance misuse and drug dealing has far reaching consequences. There are also significant implications for health and wellbeing in respect of the individual, families and the wider community, all of which have to be taken into account with equal importance.

### 6.1 ENGAGEMENT WITH THE COMMUNITY IN 2021



Working together across the partnerships remains an important aspect of our ambition. The Safer Barnsley Partnership is one part of a wider partnership that aims to make Barnsley a great place to live. The diagram in section 9, illustrates this.

During 2021 the partnership will undertake a much broader campaign of public consultation in respect of its Joint Strategic Intelligence Assessment process. This will create wider opportunities to inform our priority setting work for the community. *Our engagement with the community will be within the limitations of any restrictions that may exist to safeguard the public from the impact of the current pandemic.*



## 7 KEY OUTCOMES AND COMMITMENTS FOR 2021-2022

With the exception of child abuse and child sexual exploitation, all priority areas identified within the JSIA will be tackled by each of the four sub-groups as set out for the year 2021-2022. Child abuse and child sexual exploitation are already key priorities for the Barnsley Safeguarding Children's Board. Crime sub-group will undertake the monitoring and reporting of delivery against our Violence Reduction action plan.

The Safer Barnsley Partnership Board works collaboratively with other key partnerships such as the 'Children Trust Executive Board', 'Stronger Communities Partnership Board' and both the Children and Adults Safeguarding Boards. This arrangement is reflected and facilitated by the Inter-Partnership Joint Working protocol which is reviewed annually.

### 7.1 KEY COMMITMENTS OF THE SUB-GROUPS

#### CRIME SUB-GROUP

**Outcome to be achieved:** Victims and Communities are protected through a partnership approach to the identification and prevention of crime and targeted offender management.

#### WE ARE COMMITTED TO:

- 1). Improve and enhance our response to domestic violence by targeting offenders and offering an excellent victim's service.
- 2). Develop a robust and sophisticated community response to the threat from organised crime to lessen the harm caused working through our local Violence Reduction Unit (VRU) Action plan.
- 3). Improve our engagement and further assist our communities in identifying emerging threats and issues that need a response through the crime sub group.
- 4). Increase our understanding response to the threat of child exploitation and the threat to our most vulnerable in society through "county lines.", ensuring that those who commit offences involving the exploitation of children are brought to justice.

- 5). Engage with communities and develop a proactive evidence-led response to the threat from violent weapon enabled crime with a clear focus on tackling serious organised crimes as per the VRU action plan.
- 6). Tackle those causing harm around acquisitive crime in particular burglary offences. We will take appropriate action against those that choose to both supply and take illegal drugs.

#### PROTECTING VULNERABLE PEOPLE SUB-GROUP

**Outcome to be achieved:** The threat, risk and harm to vulnerable people, families and communities is minimised.

#### WE ARE COMMITTED TO:

- 1). Implement and manage a new contract for Barnsley's Safe Places Scheme that focuses primarily on engagement and support for people with disabilities.
- 2). Implement the substance misuse plan to facilitate a co-ordinated multi agency response to tackle alcohol and drug issues across the borough.
- 3). Complete the strategic review of substance misuse, domestic abuse and multiple needs services and present a business case for recommissioning the service.
- 4). Evidence how the local authority is leading in developing domestic abuse services as proposed in the Domestic Abuse Bill 2020 to ensure victims have safe accommodation.
- 5). Continue to develop the support and accommodation pathway for people with multiple and complex needs to inform future commissioning decisions.
- 6). Improve levels of customer engagement and consultation with targeted vulnerable groups and identify community champions for BAME and Disabilities communities.
- 7). Promote mental health and suicide prevention through training, learning from suicide review panels and the impact from projects funded by the suicide prevention innovation fund.



## ANTI-SOCIAL BEHAVIOUR SUB-GROUP

**Outcome to be achieved:** The impact of anti-social behaviour on residents and visitors to Barnsley is reduced.

### WE ARE COMMITTED TO:

- 1). Launch a new anti-social behaviour policy.
- 2). Address anti-social behaviour linked to poor housing and environmental conditions.
- 3). Broaden our support to those with the most complex needs perceived to be more involved in and responsible for anti-social behaviour.
- 4). Target physical prevention improvements to those locations most at risk.
- 5). Tackle the impacts of entrenched behaviours in the town centre and other high streets.
- 6). Make sure the right intervention to reduce the risk of young people being involved in or the victim of anti-social behaviour.

## PROMOTING COMMUNITY TOLERANCE AND RESPECT SUB-GROUP

**Outcome to be achieved:** Communities are safer, cohesive and more resilient.

### WE ARE COMMITTED TO:

- 1). Identify, understand and recognise all of Barnsley's communities, and ensure that all have a voice which can be heard and can influence.
- 2). Strengthen existing relationships and forge new ones with seldom heard communities.
- 3). Understand the barriers to reporting hate crimes and incidents and develop and promote activities to address these barriers.
- 4). Work closely with Silver Prevent to monitor, respond and address all extremism in Barnsley.
- 5). Promote a 'one voice' ethos across all partners and provide a united and consistent response to negative media/social media. We will ensure that good news is celebrated, factual information is provided and myths are dispelled.
- 6). Establish and roll out a comprehensive training programme to raise awareness of and address hate crime, extremism and community tensions.
- 7). Develop a robust communications plan across all partners which will support all the above areas of work.





## 8 RIGHT SUPPORT, RIGHT TIME AND AT THE RIGHT PLACE

The Safer Barnsley Partnership Board is one part of a wider partnership that aims to make Barnsley a great place to live, work, invest and visit.

This partnership links closely with the Stronger Communities Partnership Board and Safeguarding Boards. This close relationship enhances an integrated approach in supporting vulnerable people. In doing so, it helps partners to focus on enabling early help for adults, young people and families therefore making our communities safer, stronger and resilient.

Actions are taken across many partnerships and its sub-groups. The Safer Barnsley Partnership Board ensures that progress and key issues linked to community safety are reported into the Safer Barnsley Partnership Board. This approach is assured through the 'Inter-Partnership Joint Working Protocol' which ensures the Stronger Communities, Safeguarding Boards and the TEG work closely to support people holistically.

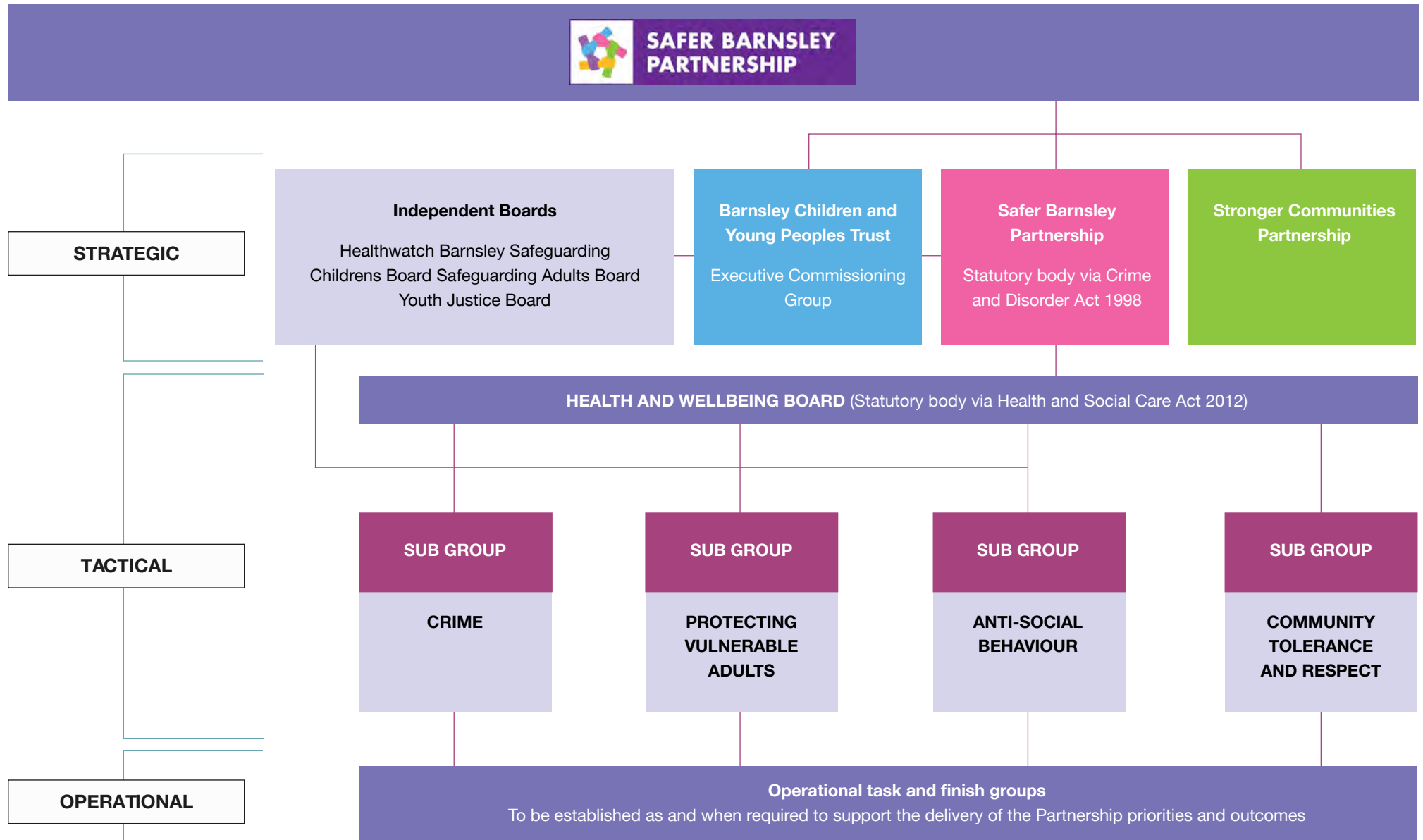




# 9 MONITORING THE DELIVERY OF OUR PLAN



Page 78





## 10 DELIVERING OUR PRIORITIES

The Safer Barnsley Partnership has overall responsibility for making sure that we deliver the priorities set out in this plan. Helping people to be safe in the community and protected from harm is everyone's responsibility. Working together with various organisations and community groups will help deliver against our priorities.

Key officers will be responsible to deliver against commitments made in this plan in the period 2021 - 2022. The results of their actions will be monitored and supported through a performance and development group. The focus will be to demonstrate how the community is benefiting from our actions.

## 11 REVIEW

This partnership plan covers the period 2021-2022 and will be reviewed annually to ensure any emerging trends from the JSIA are factored into future years' delivery.



## 12 PLAN ON A PAGE



### STRATEGIC VISION

Our strategic vision for Barnsley people and communities is to be:

- Safe.
- Able to contribute to community life.
- Able to take responsibility for their own actions and how they affect others.

### PRIORITIES FOR THE PERIOD BETWEEN 1 APRIL 2021 AND 30 MARCH 2022

Our main priorities for this period, as recommended by the JSIA findings are:

- Acquisitive Crime
- Substance Misuse and Drug Offences
- Environmental Crime
- Vulnerability and Safeguarding

### DELIVERING AGAINST THE PRIORITIES

Our priorities will be delivered by four sub-groups, which are:

- Crime
- Anti-social Behaviour
- Protecting Vulnerable People
- Promoting Community Tolerance and Respect

### OUTCOMES TO BE ACHIEVED BY EACH SUB-GROUP

Each sub-group will achieve the following outcomes by the year end:

- **Crime** - "Victims and communities are protected through a partnership approach to the identification and prevention of crime and targeted offender management".
- **Protecting Vulnerable People** - "The threat, harm and risk to vulnerable people, families and communities are minimised".
- **Anti-social Behaviour** - "The impact of anti-social behaviour on residents and visitors to Barnsley is reduced".
- **Promoting Community Tolerance and Respect** - "Communities are safer, cohesive and more resilient".

### HOW WE WILL MEASURE OUR ACHIEVEMENTS

We will measure our achievements through key performance indicators and case studies that demonstrate:

- The impact of joined-up approach with all our partners.
- That the person in need is placed at the centre of their support planning process.
- An increase in user satisfaction with the support they have received.
- A reduction in the level of crime and anti-social behaviour compared to previous periods.



# SAFER BARNSLEY PARTNERSHIP ANNUAL PLAN

1 APRIL 2021 – 31 MARCH 2022

## CONTACTING US

If you need help understanding this document e-mail us at: [safer@barnsley.gov.uk](mailto:safer@barnsley.gov.uk)

If you need to report instances of anti-social behaviour or crime call **101** or **999** in an emergency.

If you need to report environmental crime such as graffiti, fly tipping, or un-authorised encampments visit: [www.barnsley.gov.uk/tell-us-about-it](http://www.barnsley.gov.uk/tell-us-about-it)



**SAFER BARNSLEY  
PARTNERSHIP**



This page is intentionally left blank

## BARNSELY METROPOLITAN BOROUGH COUNCIL

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

### REPORT OF THE EXECUTIVE DIRECTOR (CHILDREN'S SERVICES) TO CABINET ON 21 APRIL 2021

#### **PROPOSAL FOR A COMBINED INDEPENDENT SAFEGUARDING PERSON AND CHAIRPERSON FOR THE BARNSELY SAFEGUARDING CHILDREN PARTNERSHIP**

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek Cabinet's endorsement for the appointment of a combined Independent Chair and Independent Scrutineer for the Barnsley Safeguarding Children Partnership.

#### **2.0 RECOMMENDATIONS**

- 2.1 **That Cabinet approves Option 1, the appointment of a combined Independent Chair and Independent Scrutineer for the Barnsley Local Safeguarding Children Partnership as part of further improving the assurance of local safeguarding arrangements for children and young people in the Borough.**
- 2.2 **That a further report on extending such arrangements to the safeguarding of vulnerable adults in the Borough be considered by Cabinet at a future date.**

#### **3.0 INTRODUCTION**

- 3.1 Previously, safeguarding arrangements were delivered by Local Safeguarding Children Boards (LSCBs), as set out under the Children Act 2004. However, a government review in 2016 led to significant reform, as set out in the Children and Social Work Act (2017) and statutory guidance, "Working Together to Safeguard Children" (2018).
- 3.2 The Children and Social Work Act 2017 removed the requirement for local authorities to establish LSCBs and instead placed a duty on three safeguarding partners, the Local Authority, Police and Health to work together to safeguard and promote the welfare of children in their area.
- 3.3 "Working Together to Safeguard Children" (2018) notably introduced arrangements for the independent scrutiny of local safeguarding arrangements, setting out the following key guidance and principles:
  - Independent scrutiny will provide assurance in judging the effectiveness of multi-agency arrangements to safeguard and promote the welfare of all children, including arrangements to identify and review serious child safeguarding cases. It is part of a wider system which includes the independent inspectorates' single assessment of individual safeguarding partners and the Joint Targeted Area Inspections (Para 31)

- Whilst the decision on how best to implement a robust system of independent scrutiny is made locally, safeguarding partners should ensure scrutiny is objective, acts as a constructive *critical friend* and promotes reflection to drive continuous improvement (Para 32).
- The independent scrutineer should consider how effectively arrangements are working for children and families as well as for practitioners, and how well safeguarding partners provide strong leadership and agree with the safeguarding partners how this will be reported (Para 33).
- The published arrangements should set out the plans for independent scrutiny; how the arrangements will be reviewed; and how any recommendations will be taken forward. This might include, for example, the process and timescales for ongoing review of the arrangements (Para 34).
- Safeguarding partners should also agree arrangements for independent scrutiny of the report they must publish at least once a year (Para 35).

#### **4.0 PROPOSAL AND JUSTIFICATION**

- 4.1 Barnsley Safeguarding Children Partnership (BSCP) formally replaced the Barnsley Safeguarding Children Board from 1st April 2019. The Partnership is the organisation responsible for agreeing how services and agencies work together to safeguard and promote the welfare of children and young people in the borough and to ensure that they do so effectively. The Partnership has an Independent Chair and brings together senior representatives from the key statutory, voluntary, and community sectors with a responsibility for delivering services to children and young people.
- 4.2 The Chair of the Partnership is accountable to the three Safeguarding Partners, the Police, Health (CCG) and the Local Authority (through the Chief Executive and Director of Children's Services). Each agency representative involved in the work of the Partnership is accountable to the governing body of their own agency.
- 4.3 Whilst the Barnsley Safeguarding Children Partnership replaced the Barnsley Safeguarding Children Board, the role of Independent Chair was retained for consistency. However, the role and functions of an Independent Scrutineer, as set out in the statutory guidance has not been established
- 4.4 An Independent Scrutineer will add impartial, constructively critical challenge and appraisal of safeguarding arrangements. The scrutineer should have relevant experience in multi-agency work to safeguard children and will keep the needs and perspectives of the borough's children and young people at the heart of everything done to undertake the role.
- 4.5 The Independent Scrutineer can also provide clear and evidenced appraisal of, the borough's multi-agency safeguarding arrangements, by attending and chairing key meetings and examining work done by vital groups, including meeting children and young people and feeding back on what is found. The Independent Scrutineer would also be able to chair full safeguarding partnership meetings, part of which will include the scrutineer's feedback to statutory key partners and agencies on findings from scrutiny.
- 4.6 A planned safeguarding adults peer review is planned during 2021. The outcome of this peer challenge, alongside the experiences and learning from commissioning a



BSCP Independent Scrutineer will inform appropriate and future arrangements for the Barnsley Safeguarding Adults Board (BSAB)

#### 4.7 Key Duties of the Independent Scrutineer

4.8 The statutory guidance states that among the key duties of independent scrutiny within local safeguarding arrangements are the following:

- Assess how well organisations work together to safeguard and promote the welfare of children and to hold each other to account for effective safeguarding.
- Contribute to the content of the safeguarding children partnership's annual report on the effectiveness of safeguarding arrangements, their performance and the effectiveness of local services.
- Assess the effectiveness of the help being provided to children and families including through universal and early help services.
- Assess whether the three statutory safeguarding partners are fulfilling their statutory obligations
- Scrutinise the quality assurance activity (including reviewing statutory and local reviews, the results and findings of multi-agency case file auditing, and local processes for identifying lessons to be learned from tragedy and crises in children's lives).
- Scrutinise the effectiveness of training, including multi-agency training, whose aim is to equip staff to safeguard and promote the wellbeing and welfare of children.
- Assess the effectiveness of safeguarding arrangements.
- Provide a rigorous, evidence based and transparent assessment of the extent to which partners and relevant agencies are fulfilling their statutory duties to keep children safe.
- Evaluate the operational arrangements of the safeguarding partnership and attend/chair a range of meetings and activities, including observations of practice and visits to partner and relevant agencies.
- Support and evaluate the implementation of findings and outcomes from safeguarding reviews.
- Assess whether effective performance management, audit and quality assurance mechanisms are in place within partner organisations which will support the three safeguarding partners to fulfil their statutory objectives, and which will enable the partnership to identify and measure its success and impact.
- Ensure that the voices of children, young people and their families are appropriately represented and heard in the work of the partnership.
- Lead and evaluate multi agency deep dive and quality assurance audits to measure quality of practice assess the partnership.

## 5.0 CONSIDERATION OF ALTERNATIVE APPROACHES

5.1 In evaluating the most effective form of scrutiny in relation to the role and responsibilities of the Barnsley LSCP in safeguarding and promoting the welfare of children and young people in the borough, the following options were considered:

### 5.2 **Option 1: Combined Independent Scrutineer and Chair for the Barnsley Local Safeguarding Children Partnership**

5.2.1 The recommendation option is to commission an Independent Scrutineer to meet the key requirements, as set out under Working Together 2018 and to chair the Barnsley Safeguarding Children Partnership (BSCP). As part of their role, the Independent Scrutineer could also chair the Barnsley Local Safeguarding Children Partnership meetings.

5.2.2 The strengths and opportunities associated with this option are outlined below:

#### Strengths/Opportunities

- If arrangements for Barnsley Safeguarding Children Partnership are successful, there is the opportunity to develop consistent arrangements for the BSAB as part of a coherent, whole systems-based approach to safeguarding in the borough.
- Independent Scrutiny, critical challenge and clear, evidenced appraisal of, the multi-agency safeguarding arrangements.
- Consistency and efficiency in chairing the full safeguarding partnership meetings, part of which can include the scrutineer's feedback to statutory key partners and agencies on findings from scrutiny.
- Independent Scrutiny and assessment of how well organisations work together to safeguard and promote the welfare of children and to hold each other to account for effective safeguarding.
- Independent Scrutiny and assessment of the effectiveness of the help being provided to children and families including through universal and early help services.
- Independent Scrutiny of the effectiveness of the three statutory safeguarding partners in fulfilling their statutory obligations.
- Independent Scrutiny of quality assurance activity (including reviewing statutory and local reviews, the results and findings of multi-agency case file auditing, and local processes for identifying lessons to be learned from tragedy and crises in children's lives).
- Independent Scrutiny of the effectiveness of training, including multi-agency training, whose aim is to equip staff to safeguard and promote the wellbeing and welfare of children.
- Provide a rigorous, evidence based and transparent assessment of the extent to which partners and relevant agencies are fulfilling their statutory duties to keep children safe.
- Independent evaluation of the operational arrangements of the safeguarding partnership and the range of meetings and activities including direct observation of practice and visits to partner and relevant agencies.
- Independent Scrutiny of the implementation of findings and outcomes from safeguarding reviews.

- Independent Scrutiny of performance management, audit and quality assurance mechanisms that are in place within partner organisations which will support the three safeguarding partners to fulfil their statutory objectives, and which will enable the partnership to identify and measure its success and impact.
- Independent Scrutiny of how well the voices of children, young people and their families are appropriately represented and heard in the work of the partnership.

#### Weaknesses/Risk

- Change management and consistently in current, well established arrangements

### 5.3 **Option 2: Do Nothing**

5.3.1 An alternative option is to do nothing and continue with the current and existing arrangements. This option is not supported, primarily because it is not compliant with statutory guidance. Equally, mainlining the current arrangements, which whilst providing consistency in terms of the chairing of the BSCP, do not provide independent scrutiny, supporting the learning and continuous improvement of our local safeguarding arrangements.

5.3.2 The strengths and weaknesses of Option 2 are outlined as follows:

#### Strengths/Opportunities

- Consistency for the Chairing of the BSCP

#### Weaknesses/risks

- Failure to comply with statutory guidance
- Reputational risk; poor inspection outcome
- Lack of independent scrutiny of current arrangements, with the risk of not challenging and driving continuous improvement
- Independence can become questionable after any post holder has been in post for a significant period.

### 5.4 **Option 3: Establish two separate posts; the Role of Independent Chair of the LSCP and the Role of the Independent Scrutineer**

5.4.1 The third and final option would be to commission both an Independent Scrutineer and an Independent Chair of the BSCP. This option is not supported on the grounds of efficiency, the risk of duplication and the potential for a blurring of roles and boundaries. The BSCP employs a Safeguarding Partnership Manager and together with the establishment of an Independent Scrutineer, there would not be sufficient responsibilities to justify maintaining an Independent Chair.

5.4.2 The strengths and risks within Option 3 are summarised as follows:

#### Strengths/Opportunities

- Consistency for the Chairing of the BSCP

#### Weaknesses/Risks

- Lack of efficiently, effectiveness and risk of duplication.



- Insufficient responsibilities to justify the role of an Independent Chair and Independent Scrutineer, as well as a Partnership Manager.
- Exposes the BSCP to increased costs

5.5 In considering both the justification for the proposal in this report, together with the alternative approaches, Cabinet is encouraged to endorse Option 1 as the best means for the scrutiny of the Barnsley LSCP in discharging its responsibilities for safeguarding and promoting the welfare of children and young people in the borough. This would be in full accordance with the relevant provisions of the Children and Social Work Act (2017) and the statutory guidance “*Working Together to Safeguard Children*” (2018)

## **6.0 IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS**

6.1 The proposed appointment of a combined Independent Scrutineer and Chair for the Barnsley Safeguarding Children Partnership would have no adverse impact on the effectiveness with which children and young people are currently safeguarded and on the promotion of their welfare.

6.2 If agreed, there would be carefully managed transitional planning, from the current arrangements to the new arrangements.

6.3 A planned safeguarding adults peer review is planned during 2021. The outcome of this peer challenge, alongside the experiences and learning from commissioning a BSCP Independent Scrutineer will inform appropriate and future arrangements for the BSAB.

## **7.0 FINANCIAL IMPLICATIONS**

7.1 There are no additional financial implications as the funding for a combined Independent Scrutineer and Chair for the Barnsley Safeguarding Children Partnership will be funded from the BSCP budget.

7.2 The proposed remuneration is £600 per day (the daily rate covers all expenses) for up to 36 days per year (non-pensionable). This cost can be contained within the BSCP budget, as the existing budget / cost projection for the Independent Chair is approximately £22k (£550 per day, excluding expenses and for up to 40 days per year).

7.3 It should be noted that the operating costs of the BSCP is funded through contributions from the 3 main partner organisations, i.e. the Council, Barnsley CCG and the Police & Crime Commissioner.

## **8.0 EMPLOYEE IMPLICATIONS**

8.1 Currently, there are no employee implications emerging through consideration of this proposal (*the current independent Chair of the Partnership is not an employee of the Authority*) If, as indicated earlier, the role of Independent Scrutineer is extended to support the role and responsibilities of the Barnsley Safeguarding Adults Board, at a later date, then any potential employee implications will be reported to Cabinet.

8.2 The commissioning agreement for the Independent Chair of the BSCP requires 3 months' notice in writing expiring at any time.

## **9.0 LEGAL IMPLICATIONS**

9.1 The proposed appointment of a combined Independent Chair and Independent Scrutineer for the Barnsley LSCP will enable the borough's current arrangements for safeguarding and promoting the welfare of children and young people to better accord with the relevant provisions of the Children and Social Works Act (2017) together with the subsequent statutory guidance.

9.2 No further legal implications are anticipated through adoption of the proposal.

## **10.0 CUSTOMER AND DIGITAL IMPLICATIONS**

10.1 There are no implications for customers' access to the range of Council services or for the onus in favour of digital transactions arising through the proposal.

## **11.0 COMMUNICATIONS IMPLICATIONS**

11.1 Subject to Cabinet's endorsement of the proposal, the change will be communicated to all statutory partners and relevant agencies with responsibility for safeguarding and promoting the welfare of children and young people, particularly via the LSCP's Web Site, as part of the proposal's implementation.

## **12.0 CONSULTATIONS**

12.1 Our statutory partners, namely the Chief Superintendent of South Yorkshire Police (Barnsley District) and the Acting Chief Executive of the Barnsley Clinical Commissioning Group, together with the Council's Senior Management Team have been consulted and have all endorsed Option 1 of this report.

12.2 Finance, HR, the Chair of the Barnsley Safeguarding Children's Partnership and the BSCP have been consulted

## **13.0 THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK**

13.1 The proposal would support the creation of a healthier, safer and better educated population to achieve the following outcomes:

- Every child attends a good school and is successful in learning and work.
- Reducing demand through access to early help.
- Children and adults are safe from harm.
- People are healthier, happier, independent and active.

13.2 The BSCP focuses primarily on the aspect of 'staying safe', which ensures that children and young people are cared for, have security and stability and are kept safe from:

- Maltreatment, neglect, violence and sexual exploitation.
- Accidental injury and death.
- Bullying and discrimination.

- Crime and anti-social behaviour in and out of school.

#### **14.0 PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION**

14.1 The Barnsley Safeguarding Children Partnership is committed to promoting equality and inclusion and eliminating any unlawful discrimination through its four strategic priorities, namely:

1. Sharing and engaging best practice with stakeholders, including employers, communities and the general public
2. Helping, empowering and supporting vulnerable families, children and young people, including those with a protected characteristic as defined by the Equality Act (2020) and Public Sector Equality Duty
3. Preventing harm arising to all vulnerable children, including through effective, independent scrutiny of local arrangements.
4. Holding statutory partners and relevant agencies to effective account, including meeting the specific needs of children who have a protected characteristic.

#### **15.0 TACKLING THE IMPACT OF POVERTY**

15.1 Independent scrutiny will add value towards effectively achieving the BSCP's strategic priorities with the result that children and young people can be better placed to achieve their potential; to participate in the employment market via sustainable jobs and are better shielded from the impact of poverty.

#### **16.0 TACKLING HEALTH INEQUALITIES**

16.1 Similarly, independent scrutiny will add value to ensuring statutory partners are held to account for their performance in promoting the health and wellbeing of vulnerable children and young people; together with reducing health inequality, thereby "*adding years to life*" and "*life to years*" as expressed in our Children and Young People's Plan and our "*365 for Every Child and Make Every Day Count*" approach..

#### **17.0 REDUCTION OF CRIME AND DISORDER**

17.1 Equally, independent scrutiny will add value to multi-agency partnership-based work in preventing the conditions through which children and young people could potentially be subjected to harm, including criminal exploitation and in successfully helping pursue convictions against perpetrators.

#### **18.0 RISK MANAGEMENT ISSUES**

18.1 Any risks to the progress of the BSCP's Strategic Priorities are regularly reviewed and remedial action is taken to manage and mitigate such risks. The Board's operational risk register is overseen by the Partnership's Performance Audit and Quality Assurance Sub-Group.

18.2 The proposal to implement a combined Independent Chair/Independent Scrutineer arrangement as part of local children's safeguarding arrangements is not envisaged to create any adverse impact to the effectiveness of these arrangements and the transition will be informed through evidence-based practice.



**19.0 HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES**

19.1 The BSCP and its sub-groups will continue to effectively fulfil statutory responsibilities during the Covid-19 Pandemic as part of ensuring all vulnerable children are tracked and monitored; that social workers are maintaining contact with them and that they are attending their school or setting to mitigate any impact upon their education and wellbeing.

**20.0 COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS**

20.1 The proposal is compatible with the Articles and Protocols of the Convention, particularly the right of the child to be protected from serious harm.

**21.0 CONSERVATION OF BIODIVERSITY**

21.1 There are no implications for the local environment, tackling climate change or for the conservation of biodiversity emerging through this report.

**22.0 GLOSSARY**

22.1 None applicable.

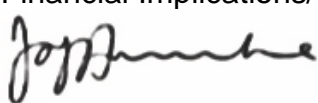
**23.0 LIST OF APPENDICES**

23.1 There are no appendices to this report.

**24.0 BACKGROUND PAPERS**

24.1 If you would like to inspect background papers for this report, please email [governance@barnsley.gov.uk](mailto:governance@barnsley.gov.uk) so that appropriate arrangements can be made

**Report author:** Melanie John-Ross (Executive Director: Children’s Services)

Financial Implications/Consultation  
  
Joshua Amahwe (18/02/2021)  
.....  
(To be signed by the Financial Services Manager)

This page is intentionally left blank

## BARNSELY 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 (CHILDREN'S SERVICES) TO CABINET ON 21 APRIL 2021

#### **SCHOOL PLACEMENT AND SUFFICIENCY STRATEGY FOR CHILDREN WITH SPECIAL EDUCATIONAL NEEDS AND/OR DISABILITIES: EXPANSION OF IN-BOROUGH PROVISION TO MEET THE NEEDS OF CHILDREN AND YOUNG PEOPLE WITH AUTISM AND/OR SOCIAL, EMOTIONAL OR MENTAL HEALTH NEEDS**

#### **1.0 PURPOSE OF REPORT**

- 1.1 To seek Cabinet's approval for the creation of a Council-wide Programme Board, including statutory partners, whose purpose will be to develop a transformational programme aimed at expanding provision in order to best meet the complex education needs of children and young people, particularly the cohort of children and young people with autism or social, emotional or mental health needs (SEMH).

#### **2.0 RECOMMENDATIONS**

- 2.1 **That Cabinet endorse the creation of a Programme Board whose purpose will be to develop a Council-wide approach to meeting the education requirements of the above cohort of children and young people as forecasted in Section 4.0 of this report**

#### **3.0 INTRODUCTION**

- 3.1 Barnsley Council is determined and committed to continue its improvement journey to achieve outstanding outcomes for all children and young people, including those with special educational needs and disabilities. The recently published SEND Strategy and SEND Improvement plan details five key areas:

- I. **Early Identification and Support** "work with early years settings, schools, post 16 providers and universal health providers to get better at identifying and meeting children and young people's additional needs as early as possible"
- II. **Quality and Efficiency of EHC processes** "improve the planning process so that children, young people, their parents/carers have a better experience and are confident the plan meets their needs."
- III. **Participation and Co-production** "create more opportunities for children, young people, parents and carers to contribute to, influence, and co-produce strategies and planning for SEND Local Area arrangements"



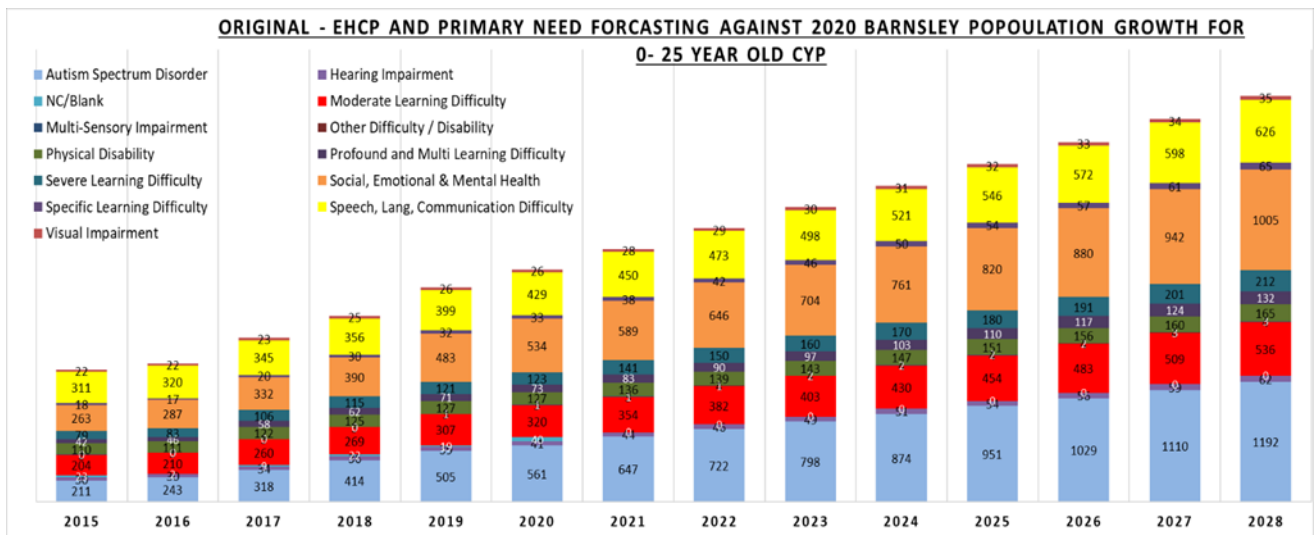
- IV. **Access to Specialist Provision, including Specialist School Places** “develop special education provision locally so more children can be educated within Barnsley”
- V. **Planning for Pathways to Adulthood** “develop better pathways to adulthood so that children and young people’s voice, needs and ambitions are our primary focus”

- 3.2 Barnsley’s SEND Sufficiency Strategy was refreshed in March 2020 setting out it’s objectives to continue to address pressures within the SEND system placing a renewed focus on developing capacity locally through re-setting the balance in favour of Borough based provision which is closer to the child’s home and community and which prevents the alternative of significantly more costly, independent provision outside of the Borough.
- 3.3 Improving parental choice and the quality of the child’s experience whilst, at the same time, promoting inclusion through education, raising aspirations and enhancing outcomes, ensuring children with SEND have access to a placement which best meets their needs closer to home, particularly through investing in and improving the capacity of local mainstream and special schools whilst, at the same time, ensuring value for money and the effective use of available resources.
- 3.4 This capacity development has been informed by a clear assessment of local needs based on localised demographics, prevalence, numbers of children with special needs, categories of needs, utilisation of school settings, in borough and out of borough.
- 3.5 The number of requests for Education Health and Care plans (EHCP) for children with SEMH and Autism needs form most of all current requests for assessment for an EHCP. At present children and young people with SEMH and Autism needs are placed at several settings within BMBC, Springwell Community Learning School, a range of satellite resource provisions and with the Springwell Alternative Academy as well as in independent private school settings both Out of Borough as well as closer to Barnsley, such as for example The Robert Ogden School.
- 3.6 Barnsley’s ongoing SEND sufficiency program is a dynamic process with continuing phases and developments being incorporated, to match population growth and the educational needs of local children and young people with high quality local provision.
- 3.7 From September 2018 through to September of 2020, one focus of Barnsley’s SEND Sufficiency programme was increasing the number of special school/provision places as a result of the significant continual growth in demand for specialist provision in borough. Further developments have been indicated on the Sufficiency Strategy 2020/23 Projects Update (appendix 2 to this report)
- 3.8 These plans led to increases across the borough at various settings providing an additional 125 places so far, ensuring Barnsley has been better able to meet the needs for children predominantly with complex needs. The money for these additional places has come from utilising the Department for Educations’ SEND Special Provision fund. Barnsley has an allocation of £1.326 million and has

currently allocated approximately £1.157 million on previous and planned projects (published March 2020).

#### **4.0 PROPOSAL AND JUSTIFICATION**

- 4.1 This report outlines proposals to build on addressing the current and future special educational needs and disability (SEND) sufficiency issues, following on from the current SEND Sufficiency Strategy. Recent work to forecast needs in the longer term have highlighted significant pressure on specialist places up to, and beyond, 2028. The SEND Data forecasting work specifically emphasises growing need for the cohort of children and young people with autism, social emotional mental health (SEMH) and post 16
- 4.2 A recent comprehensive forecast dataset has been developed by BMBC Business Intelligence, (appendix 1) reviewing a range of forecast data for children with a current EHCP and for children with SEN Support through to 2028. These datasets demonstrate forecasts across a range of criteria against 2020 Barnsley Population Growth for 0-25-year-old Children and Young People, including profiles for:
  - 4.1.1 Primary Need
  - 4.1.2 Key Stage/Age Groups
  - 4.1.3 Provision Type and Post 16
- 4.3 The data identifies key issues that are a challenge within Barnsley in relation to sufficiency of education places for children with SEND which are:
  - 4.3.1 The lack of designated specialist educational provision for children and young people with needs related to autism and social emotional mental health.
  - 4.3.2 The forecast demand for post 16 specialist educational provision. This is significant due to the SEND reforms, which introduced the right to education provision for young people with education, health and care plans, up to age 25.
- 4.4 These forecasting datasets suggest that there is an ongoing and increasing demand for support for children and young people with SEND and for those with EHCP's. Early analysis has identified that there is a forecast growth in the need to provide support for children with SEMH and autism.



(Table 1- EHCP)

4.5 Analysis on forecasting projections of Primary Needs shows that within the next 8 years, the number of CYP with a Primary Need of Autism Spectrum Disorder (ASD) Moderate Learning Disabilities (MLD) and SEMH will increase as follows:

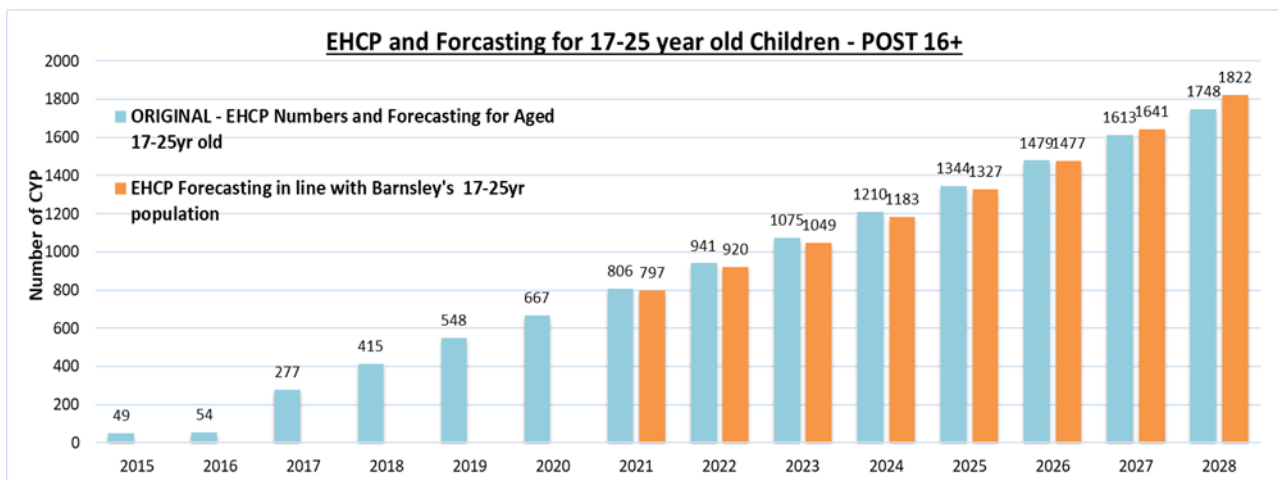
4.5.1 MLD cohort indicates an increase from 320 to 536 CYP with an EHCP over an 8-year period, seeing an increase in primary need by 67.5%

4.5.2 Autism cohort indicates an increase from 561 to 1192 CYP with an EHCP over an 8-year period, seeing an increase in primary need of 112%

4.5.3 SEMH cohort indicates an increase from 534 to 1005 CYP with an EHCP over an 8-year period, seeing an increase in primary need of 88%

4.6 Further analysis of the sufficiency data suggests a significant growth in the number of children aged 16+ with special educational needs.

4.7 Post 16 indicates an increase from 667 to 1748 CYP with an EHCP over an 8-year period, seeing an increase for Post 16 by 162%



(Table 2- Post 16 EHCP)

4.8 Further analysis of current data suggests that the number of children and young people with autism and/or SEMH needs will likely require dedicated specialist



provision within Barnsley. Continual long-term dependence on out of borough and independent non-maintained special schools (INMSS) is not favourable as a long-term sustainable option when viewed against steadily rising increase in needs for these cohorts of children and young people

- 4.9 An overview of the use of Out of Borough placements for Barnsley children and young people still indicates an element of growing dependence on the use of INMSS schools.
- 4.10 The use of the INMSS The Robert Ogden School, for children with Autism. Situated within the borough of Barnsley, the number of children attending this independent provision is currently 57 at a cost of £3.51 million (as at December 2020).
- 4.11 The table below shows a summary from placement data for Out of Borough school places from 2018 through to September 2020.

Financial year	Number of new placements	Cost of new placements	Total number of placements	Total cost of placements
2018/19	46 (inc 9 at TROS)	£1,417,285	164	£6,743,706
2019/20	59 (inc 13 at TROS)	£2,004,692	207	£9,134,443
2020/21	34 (inc 7 at TROS)	£1,695,773	220	£11,233,061

(Table 3 – INMSS OOB placements)

- 4.12 With consideration to the data identifying the future increased need for children and young people in post 16 education, initial discussions have taken place in developing a strategic programme board to develop the post 16 offer within Barnsley and to take the element of post 16 sufficiency forward.
- 4.13 The role of the Programme Board will be to inform evidence led decision making regarding a transformative expansion programme including consideration of a new special school for Barnsley.
- 4.14 The Programme Board will include cross council membership and partners from across the SEND system in health and education as deemed appropriate in line with terms of reference
- 4.15 The Board will consider further in-depth analysis of the SEND cohort data developed by Barnsley Business Intelligence combined with mitigation from sufficiency projects and future strategies is used to identify and ascertain which of several potential options are viable and necessary to support the ongoing SEND Sufficiency plan for Barnsley. Options under consideration include:
  - a) New build
  - b) Review current provision to consider significant expansion on existing sites
  - c) Re -purpose
  - d) Purchase/Lease of buildings

- e) Continue Small Scale Developments
- f) Do nothing

## **5.0 CONSIDERATION OF ALTERNATIVE APPROACHES**

- 5.1 The continuing development of SEND Sufficiency projects are to ensure the best outcomes are delivered for children and young people with SEND within the appropriate education setting in Barnsley. Placement of children and young people in out of borough and INMSS provision needs to be reduced as a result of specialist SEMH and autism provision being made available in borough. Whilst the sufficiency projects are achieving elements of this, limited small scale developments on existing school sites can take up some of the pressure currently, but are unable to achieve the longer-term sufficiency requirements of the local area.
- 5.2 The forecast indicates by provision type for children with an EHCP, Special Academy/Maintained Schools, INMSS and Post 16+ places in Higher/Further Education are the most affected provisions with a sharper increase in need identified with the highest number of children attending these school types.
- 5.3 Growth in demand for Special Academy/Maintained schools, FE places for children with EHCP's is projected as follows:
  - 5.3.1 Special School Provision - currently 524 to 721 CYP with an EHCP over an 8-year period, seeing an increase in demand by 197 (38%)
  - 5.3.2 INMSS/Out of Borough -currently 220 to 428 CYP with an EHCP over an 8-year period, seeing an increase in demand by 228 (94.5%)
  - 5.3.3 Post 16 Provision - currently 667 to 1822 CYP with an EHCP over an 8-year period, seeing an increase in demand by 1155 (173%)
- 5.4 There is a current and growing future shortage of designated specialist educational provision for children with SEMH. Currently Springwell Special School has a pupil admission number (PAN) of 116 and provides places for children with SEMH on the main site, as well as supporting at several satellite resource provisions within local mainstream schools. Springwell also has 89 spaces for the Alternative Academy. On consultation with Springwell Special School, they are often able to meet the needs of identified children and young people, but state that their capacity is limited as a result of building size and are, therefore, unable to offer places. Further to that, the current pupil admission number (PAN) for Greenacre Special School is 342.
- 5.5 There is currently a significantly limited alternative option within borough for children and young people with autism and, combined with parental preference, which cannot often be accommodated, this is a challenge for the local area.
- 5.6 The longer-term increasing use of out of borough placements is not financially viable.
- 5.7 Because of the finite resources allocated through the special provision fund, additional capital is unlikely to be available from this funding stream to invest in any major new developments.

5.8 A total estates review combined with an updated finance appraisal has not currently been undertaken to fully assess the impact considering the datasets identified by Barnsley business Intelligence.

## **6.0 IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS**

6.1 This proposal sets out the development of a Programme Board to assess the feasibility of significant expansion of specialist provision which will enable more local children and young people with SEN(D) to access provision within the Barnsley area. The proposal accords with the overall purpose of the School Placement and Sufficiency Strategy through re-setting the balance in favour of Borough based provision which is closer to the child's home and community and which will prevent over time the alternative of significantly more costly, independent provision outside of the borough.

## **7.0 FINANCIAL IMPLICATIONS**

7.1 There are no direct financial implications arising from the proposal to create a programme board to develop a council wide approach to meeting the rising forecast demand and number of SEND pupils in Barnsley.

7.2 However, it should be noted that the Council is currently faced with a recurrent budget pressure within the SEND/High Needs budget - £7.3m forecast for 2020/21 (in addition to £5.2m accumulated deficit from the previous year). Also, a budget pressure is currently anticipated for 2021/22, which would be exacerbated in future years if the growth in demand (as outlined in this report) is not addressed.

7.3 Work has commenced (through the development of the DSG Management Plan) to assess the financial impact of the projected growth in demand in future years. The outcome of which will inform the work of the Programme Board and the appraisal of strategic options / strategies to meet the rising need for specialist SEND provision in Barnsley.

7.4 Future reports will be submitted to SMT/Cabinet on key strategic decisions or options proposed by the Programme Board – there would outline the financial implications on SEND budgets and deficits.

## **8.0 EMPLOYEE IMPLICATIONS**

8.1 There are no employee implications directly emerging through this report. However, services of the Council with a stake in best meeting the education needs of children and young people with SEND, particularly those with autism and SEMH will be invited to nominate a representative to serve on the proposed Programme Board as part of its purpose of expanding in-Borough provision via a Council-wide approach.

## **9.0 LEGAL IMPLICATIONS**

9.1 There are no legal implications emerging through this report. Should proposals be formulated concerning, for example, the commissioning and procurement of a special free school or directly managed provision in the Borough, the Service Director (Legal Services) will be fully consulted.



## **10.0 CUSTOMER AND DIGITAL IMPLICATIONS**

- 10.1 There are no implications for the current range of access channels to Council services or for the onus towards digital transactions, arising through the report.

## **11.0 COMMUNICATIONS IMPLICATIONS**

- 11.1 There are currently no communications implications for the Council through this report.

## **12.0 CONSULTATIONS**

- 12.1 Statutory SEND partners within the Borough, together with the wider SEND Oversight Board and the Council's Senior Management Team have all been consulted on the proposed formation and role of the SEND School Placement and Sufficiency Programme Board and have endorsed the proposal.

## **13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK**

- 13.1 The proposed formation and role of the SEND School Placement and Sufficiency Programme Board will support Outcome 6 of the Council's Corporate Plan, namely that *Every Child Attends A Good School And Is Successful In Learning And Work*. This also forms one of the strategic objectives of the Barnsley Children and Young People's Plan for improving the general wellbeing of all children and young people in the Borough.
- 13.2 Our performance in relation to the local indicator and target concerning the percentage of EHCPs completed within 20 weeks thereby enabling children and young people with a Plan to access a school place which best meets their needs, remains better than the National Average together with the average among statistical neighbours'.
- 13.3 Enhancing the number of school places for all groups of children and young people with SEND, closer to home via investing in local mainstream and special provision is a key strategic priority within the Borough's refreshed SEND School Placement and Sufficiency Strategy (2020-22) which was considered and approved for adoption by Cabinet at the meeting held on 29<sup>th</sup> April last year. Our progress on this matter forms part of the SEND Performance and Finance reports which are submitted for Cabinet's consideration and oversight on a quarterly basis.

## **14.0 PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION**

- 14.1 Subject to Cabinet's endorsement, the proposed creation and role of the SEND School Placement and Sufficiency Programme Board will positively benefit children and young people with a protected characteristic under the Equality Act (2010) and Public Sector Equality Duty.
- 14.2 This is to be achieved through an evidence-informed, transformative approach to best meeting the needs of groups of children, particularly with autism and SEMH for whom the availability of school places closer to home and in a learning environment

which will enable them to thrive, requires enhancement as the current system is becoming unsustainable. .

## **15. TACKLING THE IMPACT OF POVERTY**

15.1 The proposal will help in ensuring the impact of SEN(D) including a disability or other complex need, does not prevent or constrain a child from achieving their potential. Promoting inclusion and social mobility through the proposal, will enable children and young with SEN(D) to go on to become more active citizens and benefit from the economic prosperity and increased social capital arising through investment in the Borough's economy and improvements in the long-term health and wellbeing of local communities.

## **16.0 TACKLING HEALTH INEQUALITIES**

16.1 Enhancing the provision of school places which best meet the needs of this cohort of children will go hand in hand with ensuring they receive the help and support required to meet their health needs so that they are better placed to achieve their potential

## **17.0 REDUCTION OF CRIME AND DISORDER**

17.1 There are no implications for tackling crime, disorder or anti-social behaviour arising through consideration of this report.

## **18.0 RISK MANAGEMENT ISSUES**

18.1 Subject to Cabinet's endorsement of the proposal, the responsibilities of the Programme Board will include an action log and operational risk register which will enable it to oversee progress against its priorities and to help authorise any remedial action in managing and mitigating any emerging risks.

## **19.0 HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES**

19.1 Cabinet will be aware that currently, during the National Covid-19 Lockdown, schools and colleges remain partially open only to vulnerable children (*including children and young people with SEND who are not clinically vulnerable to the virus or who are not self-isolating*) together with the children who have at least one parent who is a *Key Worker*

19.2 Covid secure learning environments have been established in all of the Borough's primary, secondary and special schools, including mass testing using lateral flow tests, infection control and resilience and recovery plans. This will continue as part of ensuring such children can restore and maintain their learning and stay safe.

## **20.0 COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS**

20.1 The refreshed SEND Sufficiency Strategy supports our commitment to and is fully compatible with the rights of the child under the Convention. --

**21.0 CONSERVATION OF BIODIVERSITY**

21.1 There are no implications for the local environment, tackling climate change or the conservation of biodiversity arising through the report.

**22.0 GLOSSARY**

22.1 None applicable

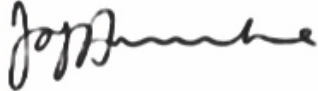
**23.0 LIST OF APPENDICES**

23.1 There are no appendices to this report.

**24.0 BACKGROUND PAPERS**

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

**Report author:** Nina Sleight (Service Director: Education, Early Start and Prevention)

Financial Implications/Consultation  
  
Joshua Amahwe (02/03/2021)  
.....  
*(To be signed by senior Financial Services officer  
where there are no direct financial implications)*

## BARNESLEY METROPOLITAN BOROUGH COUNCIL

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

Report of the Executive Director of Place  
to Cabinet on 21 April 2021

### HIGHWAYS CAPITAL PROGRAMME 2021/22

#### 1. Purpose of report

- 1.1 To obtain approval for the Highways Capital Programme for the financial year 2021/2022, which underpins our economic growth aspirations through:
- Applying, where possible, the principle "prevention is better than cure" in determining the balance between structural, preventative and reactive maintenance activities, to improve the resilience of the highway;
  - The continued development of improvements to the existing highway network and measures to improve road safety, resolve delay issues for the public travelling on the network, including public transport, to improve air quality and to encourage active and sustainable travel;
- 1.2 To obtain delegated authority to vary the programme, in accordance the Council's governance and approval limits.

#### 2. Recommendations

- 2.1 That the detailed Highways Capital Programme for 2021/22, as set out in Appendix 1 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 any 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 2021/22 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.**

**2.4 That Cabinet notes the uncertainty around future Government funding for highways, and the Place directorate will continue to maximise other funding opportunities; in particular through the city region. Furthermore, funding opportunities will be raised through the Strategic Transport Infrastructure Board to consider the procurement and delivery strategy for each scheme and to consider the use of in-house services or appoint third parties dependent upon the necessary timing and or funding constraints.**

### **3. Introduction**

3.1 This report seeks the approval:

- of the Highways Capital Programme 2021/22 - see Appendix 1;
- for the Highways Capital Programme to be varied in line with the Council's governance and approval limits – see paragraphs 3.8 – 3.13;
- to implement an approach of engaging external resource suppliers, where necessary, to support the in-house provision to achieve economic and practical benefits, for example, via collaboration established with adjacent authorities to deliver services e.g. road markings;
- to highlight the future risks associated with delivering the highways function because of the reduced certainty of delivering the programme of work 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 £2.1B. 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 The Asset Management Policy and Implementation Strategy, as approved by Cabinet (Cab.7.1.2015/7 refers) sets out how the Authority will maintain the highway network. This will be supplemented with engineering judgement. 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.

#### Climate Change

3.4 On Wednesday, 18<sup>th</sup> September 2019, the Council's 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.

3.5 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 the 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

3.6 Barnsley received above average rainfall during October 2019, with some catchments receiving a significant amount above the average. The ground saturated and therefore wetter than average for the time of year by the end of October. Early on 8<sup>th</sup> November 2019, heavy and prolonged rainfall fell resulting in significant amounts of surface water run-off both into the river systems and onto the public highway infrastructure. In February 2020, when Storms Ciara and Denis hit the region, which added to the already saturated ground and compounded matters.

3.7 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, in 2020-21, the Council invested an additional £1M to proactively investigate, repair and improve the drainage asset to accelerate the recovery from flooding.

3.8 This funding has applied to road gullies, combined drainage/kerb block, culverts and general drainage problems. Where improvements have been undertaken, this has seen the increased efficiency of the highway drainage asset reducing the volume and assisting in the recedance of floodwater.

3.9 The programme has also reduced the amount of reactive work, allowing more forward-thinking programming of focused work to be identified. However, further funding may be required to complete the list of necessary works plus any other schemes that are required

### Innovation

3.10 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 that seeks to solve some of the necessary repairs identified through the recent investment targeting drainage problems, especially road gully issues to delivering a more efficient approach to maintaining the drainage asset.

3.11 Siemens UTC-UX is the latest available software version for the Council's Urban Traffic Control systems and is supplied by Siemens Mobility. Using real time data, the control system closely coordinates vehicular movements to maximise efficient operation of the road network. As well as controlling demand and reducing congestion, the system also assists in reducing pollution and fuel consumption. It is necessary to upgrade the software to the latest global windows platform to gain benefit from technological advancements and improve traffic management of the network, in addition to 'futurising' the Council's UTC system.

3.12 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 2020-2021: Effect of Covid-19

3.13 In 2020, a worldwide pandemic was declared by the World Health Organisation because of the prevalence of Coronavirus (Covid-19). On 16th March 2020, the UK Government introduced a number of restrictions, including a mandatory lockdown with measures, to slow the spread of coronavirus. On 23<sup>rd</sup> March, it was clarified that people must stay at home.

3.14 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 the Highways and Engineering Service (H&E), 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.

3.15 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.

- 3.16 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.
- 3.17 This decision reduced the capacity of the front-line operatives in the construction arm of the H&E 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.
- 3.18 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 from the H&E, which further depleted the overall front-line operatives in the H&E to 50%, at its peak.
- 3.19 On 27<sup>th</sup> 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. This opportunity was therefore used to try and mitigate the effects of the coronavirus pandemic on the income generation of the Service.
- 3.20 In April 2020, the Highway Capital Programme was approved (Cab.1.4.2020/7 refers). Because of the on-going effects of Covid-19 on both the Council's financial and physical resources in the first quarter of the fiscal year, a second report with a revised programme, the Revised Highways Capital Programme 2020/21 (Covid-19) was taken to Cabinet in October 2020 (Cab.21.10.2020/9 refers).
- 3.21 On 31<sup>st</sup> October, the government then introduced the second national lockdown, from 5<sup>th</sup> November 2020 with restrictions being eased before Christmas 2020. Unfortunately, on 4<sup>th</sup> January 2021, the government then introduced the third national lockdown, from 6<sup>th</sup> January 2021. On 22<sup>nd</sup> February, the Government unveiled its roadmap towards lifting restrictions.
- 3.22 It is clear that the first national lockdown, being the longest, has had the greatest effect on service delivery, but the country has been operating in some form of lockdown for just less than 12 months. This continuous lockdown has significantly affected the ability of the Service to meet its income target.
- 3.23 The approach of prioritisation by the Asset Management Policy and Implementation Strategy was supplemented by engineering judgement in order to blended approach to delivering a programme of work that aspired to meet income targets as effectively as possible given the operational restrictions placed on the service by the coronavirus pandemic.

#### Reflection on delivery in 2020-2021: Effect of Winter Service

- 3.24 Winter Service is not funded by capital funding and therefore does not form part of any Highways Capital Programme. However, the construction delivery arm of the H&E provides a Statutory Winter Service to ensure that users of the network can use the network as safely as is reasonably practicable.



- 3.25 This winter of 2020-21 has been particularly challenging. To put this into context, in 2017/18 referred to as the 'Beast from the East', the Service undertook 166 grits all season. By comparison, in 2020-21 to mid-February, the Service has already undertaken 222 grits.
- 3.26 When any Winter Service is being provided, this can have a significant, detrimental effect on 'normal day-to-day' operations. This is due to the need to preserve driver's hours and duty time for out of hours Winter Service operations, reducing daily productive hours and thereby income.

#### Reflection on delivery in 2020-2021: Service Delivery

##### Covid-19

- 3.27 Whilst not funded through the Highways Capital Programme, in terms of service delivery, it is worth noting that perhaps the one of the most important projects that the service has completed this year is the design and construction of the temporary Lateral Flow Testing facility located within the Metrodome. This facility was designed in-house and custom-built within a two-week period to the very challenging timescales needed to respond to the control and containment of Covid-19.
- 3.28 This extremely challenging piece of work complements the H&E's essential support in the fight against the corona virus. The service is responsible for ensuring that all logistics are in place to support the operation Mobile Testing Sites, the location of which varies across the borough. This involves the provision and collection of fencing, signs, cones and welfare units on a daily basis that are needed for the Mobile Testing Sites to operate.
- 3.29 The service is now supporting the vaccination process by providing traffic management, fencing, signs, cones and roadsalt to the vaccination centres in Dodworth, Goldthorpe and at Priory campus.
- 3.30 In terms of accessing these sites, the service is also providing a Winter Service by gritting the accesses and car parks to ensure safe access, of the vaccination centres and the Metrodome Lateral Flow Testing facility.
- 3.31 As part of the Government's COVID recovery response, the Authority, was successful in securing £0.241M of the Active Travel Emergency Funding. This enabled H&E to construct and implement a number of schemes to encourage those returning to work, to use active travel.

##### Climate Change

- 3.32 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 for H&E to construct the civil engineering infrastructure for these charging points at Smithies Depot.

## Construction

- 3.33 Some programmed projects have not been delivered because of effect of the coronavirus pandemic, predominantly on the Local Roads Programme, due to access difficulties caused by an increase of parked vehicles as people were required to work from home, if possible.
- 3.34 In terms of achievements against the Revised Highways Capital Programme 2020/21 (Covid-19) outputs, these include the completion of the Footway Surfacing Programme and the construction of the combined footway/cycleway between Darfield and Goldthorpe and to start the construction of the combined footway/cycleway between of Ardsley and Darfield.
- 3.35 Notable surfacing schemes completed include the resurfacing of the A635 Doncaster Road between Darfield and Goldthorpe, complementing both the resurfacing of Goldthorpe Bypass, which was funded through the 2019/20 Maintenance Challenge Fund and the completion of the J36 – Phase 2 works. Other major schemes include the resurfacing of the A633 Burton Road/Rotherham Road signalised junction.
- 3.36 The Enhanced Drainage Programme has been very successful and has allowed some 5200 problem locations to be investigated. This investigation programme has resulted in a significant number of non-operational gullies becoming operational and a further 230 schemes to improve the drainage network. Many of these schemes are associated with Statutory Undertaker's works causing issues with the efficiency of the drainage network.
- 3.37 A number of traffic signal upgrades were carried out during 2020/21, including the signalised junction at Allots Corner in Hoyland and the junction of Carlton Road and Rotherham Road in Monk Bretton. 'Puffin' signalised pedestrian crossing upgrades were also carried out at Watson Street and Queen Street, both in Hoyland.
- 3.38 The Street Lighting function has operated all through 2020/21, although there has been national supply issues for some materials e.g. certain lighting columns, due the COVID pandemic. This has subsequently affected the delivery of some maintenance work.
- 3.39 The construction arm of the H&E has an income (turnover) target for 2020/21 of £12.599M. The consequence of protecting staff, prioritising safety work, supporting the collection of grey waste, supporting the Council's initiatives in dealing with Covid-19 and the effects of providing a Winter Service, together with the skill-mix and availability of the remaining resource, meant that the ability to meet income targets has been significantly challenging.

## Capital Resources

- 3.40 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 Highways Maintenance Block funding (which contains the Highways Maintenance Block Incentive Element), the Integrated Transport Block funding and the Pothole Fund. For consistency in the report, when referencing DfT funding, this report refers to the individual capital elements of the new fund.

- 3.41 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.
- 3.42 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.
- 3.43 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, and in terms of highway maintenance funding; what was to happen after 2022. The CSR scheduled for release in autumn 2020 and would have informed local authorities of future highways funding. The CSR was delayed because of the Coronavirus pandemic and in October 2020, the government decided to conduct a one-year spending review on 25<sup>th</sup> November 2020. This decision prioritised the response to Covid-19, and the government's focus on supporting jobs and families. The Spending Review confirmed funding for local road maintenance in 2021 – 2022.
- 3.44 Her Majesty's Treasury's National Infrastructure Strategy, announced in November 2020, committed £1.125B of local road maintenance funding in 2021 and 2022.
- 3.45 Beyond 2022, the Council had no indication of the level of Local Transport Capital Block Funding. Therefore, at the present time, the Maintenance Block and Integrated Transport Block figures included in this report for 2022/23 and beyond are estimates based on current allocations. Further reports will capture the implications on the Council in due course
- 3.46 The Council provides an annual allocation of £3.3M Capitalised Highways Maintenance, to supplement the funding received from the DfT and address highway maintenance priorities.

### Governance

- 3.47 In respect of the governance arrangements for varying the approved highways capital programme, the process aligns to the Council's governance and approvals process, which is explained in the context of the highway programme in the paragraphs below.
- 3.48 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.
- 3.49 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.

- 3.50 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.
- 3.51 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 3.52 This approach aligns to the Council's Capital Investment Strategy, approved by Cabinet and subsequently full Council as part of the 2021/2022 budget papers (Cab.10.2.2021/6 refers).

#### 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 2021/22. There is currently some uncertainty around future Highways Funding from 2022/23 onwards, with expectations that this will be made clear following the government's CSR during 2021/22.

Funding Source:	2020/21	2021/22	2021/22
	B/fwd	Allocations	Total
DfT Integrated Transport Block Grant		1,073,563	<b>1,073,563</b>
DfT Maintenance Block Grant (Needs Element)*	130,678	2,106,085	<b>2,236,763</b>
DfT Maintenance Block Grant (Incentive Element)*		526,672	<b>526,672</b>
DfT Safer Roads Fund Grant (Specific to A628)	1,179,544	-	<b>1,179,544</b>
Group A LED Structural repairs	1,789,537	-	<b>1,789,537</b>
Capitalised Highway Maintenance	3,382,795	3,300,000	<b>6,682,795</b>
Pothole Fund	50,413	2,106,085	<b>2,156,498</b>
Little Don Link match (from £2m 2021/22 EIP)			<b>0</b>
MTFS Emerging Investment Priorities (EDP & MLPS)	850,507	1,970,000	<b>2,820,507</b>
BMBC Enhanced Highways Programme 2018-2020	30,000		<b>30,000</b>
<b>Total Highways Funding Available</b>	<b>7,413,474</b>	<b>11,082,405</b>	<b>18,495,879</b>
S106 Cortonwood roundabout realignment	145,878		<b>145,878</b>
<b>Total Other Funding Available</b>	<b>145,878</b>	<b>0</b>	<b>145,878</b>
<b>Total Funding Available</b>	<b>7,559,352</b>	<b>11,082,405</b>	<b>18,641,757</b>

- 4.2 The DfT's Highways Maintenance Block (Needs) and the Highways Maintenance Block (Incentive) funding allocations are calculated on the basis of the existing formula which is based on the existing asset split between classified A, B, C roads and unclassified roads, bridges, lighting columns, cycleways and footways. These funding elements are supplemented with a BMBC Capitalised Highway Maintenance allocation, which support maintenance activity across all asset types. These 3 elements total £5.932M 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 Funding allocation of £2.106M is calculated on the basis of the existing formula and is intended to fix potholes but can also be used to undertake longer-term road resurfacing works to prevent potholes from occurring.
- 4.4 The DfT funding is 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 Fund.
- 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). It is anticipated that £2.030M of this amount will be spent/planned to be spent up to the 31<sup>st</sup> March 2021, leaving the remaining £1.970M as resources pending to be drawn down and utilised through the 2021/22 highways capital programme.
- 4.6 The DfT Integrated Transport Block Grant is awarded to address issues of accessibility, pollution, road safety and congestion. It is prioritised in line with the authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. The allocation for 2021/22 is £1.074M.
- 4.7 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, to utilise the remaining £1.180M during 2021/22. The DfT may be prepared to agree a further extension to the funding date, given the challenges of the last 12 months.
- 4.8 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. £1.790M of the £4.200M has been re-phased to 2021/22 for these structural repairs, which will see over 1000 street lighting columns replaced.
- 4.9 In the '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.M utilised for the targeted drainage programme with an expected £0.649M to be spent during 2020/21, with the balance of £0.351M being rolled forward to 2021/22. The local highway maintenance (Member priorities), has been programmed into the 2021/22 Local Roads Programme (£0.500M).

- 4.10 It is proposed to review the programme to incorporate any opportunities for the potential to promote social values.
- 4.11 H&E has a net income budget, thereby contributing resources to support the wider service and the Council at large. It is imperative therefore that all workload and funding opportunities are utilised to deliver this net income budget. There are other programmes operating within the authority that require work on or affecting the highway and therefore offer income opportunities. The H&E should be seen as the preferred delivery mechanism for all works on the highway, prior to any programme decision being made about procurement. It should be the decision of PLACE to determine whether to carry out all or some of the work in-house or issue it for external procurement.

### **Proposed Works Programme**

#### Integrated Transport

- 4.12 Appendix 2 contains the Integrated Transport Programme 2021/22, which been developed in line with the authority's Transport Strategy, which in turn aligns with the Sheffield City Region Transport Strategy. The Integrated Transport Programme supports active travel initiatives which will be delivered on site by the H&E.
- 4.13 Whilst not part of the Integrated Transport Programme, it is worth noting that the Transforming Cities Fund supports active travel and will run beyond 2022. Currently, the programme of work is being developed and it is anticipated that delivery of schemes on site will commence in 2022 and be undertaken by Highways and Engineering.

#### Maintenance

- 4.14 Appendices 3 to 8 contains the Maintenance Programme 2021/22.
- 4.15 Carriageways: Requirements for interventions are determined in two different ways. 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 '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. 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 2021/22, with the most appropriate treatment still to be determined. These potential sites will be prioritised within the resources available (£3.200m).
- 4.16 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. However, construction of project will be a significant challenge as the HWRC is operational 7 days a week.

- 4.17 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.
- 4.18 Footways: Attached at Appendix 4 is the shortlist of Local Roads footway schemes for 2021/22. 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 2021/22.
- 4.19 Principal Road Network (A roads) (£4.320M): Appendix 5 sets out the priority locations for carriageway and footway resurfacing works to the principal roads network (A roads).
- 4.20 Drainage (Appendix 6): Following the floods of November 2019 and storms in February 2020, the Council identified £1.000M of additional funding to address borough wide drainage issues, to alleviate potential future flooding. The balance of £0.351M will be carried forward into 2021/22 to 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 and replacement of the flood store stock, if necessary.
- 4.21 Bridges and Structures: Appendix 7 sets out the programme of works to the Council's bridges and structures, both planned and reactive.
- 4.22 Street Lighting: £0.400M is allocated for reactive street lighting maintenance and £1.789M for the Group A street lighting column structural repair programme. In addition, a review of zebra crossing illumination will be undertaken in 2021/22.
- 4.23 Traffic Signs: This budget (£0.285M) funds new street name plates and both planned and reactive traffic sign works.
- 4.24 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 31<sup>st</sup> 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 the authority's Transport Strategy, which in turn aligns with the Sheffield City Region 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 total funding available for the Highways Capital Programme 2021/22, which totals £18.642M, together with the planned expenditure across a number of key themes / areas, which totals £15.364M.

7.3 The following paragraphs outlines each key theme/area with a narrative around the future highways capital programme including the expected planned balance of resources.

### Maintenance Programme: 2021/22 Financial Year

7.4 The estimated cost of the Maintenance Programme for 2021/22 including the contingency elements is £14.291M. The main areas of spend are shown in the table below. Paragraphs 7.5 to 7.14 provide further details on each of these.

Maintenance Programme:	Paragraph	Appendix	Total Allocation £M	Planned £M	Pending / Reactive £M
Carriageway (Local Roads) Maintenance Programme	7.5	3	3.200	2.362	0.838
Footway (Local Roads) Maintenance Programme	7.6	4	0.905	0.820	0.085
Principal Roads Programme	7.7	5	4.320	4.270	0.050
Drainage Maintenance Programme	7.8	6	0.906	0.556	0.350
Bridges and Structures Maintenance Programme	7.9	7	0.555	0.555	-
Street Lighting Maintenance Programme	7.10	n/a	2.190	1.790	0.400
Traffic Signs Maintenance Programme	7.11	n/a	0.285	-	0.285
DfT Safer Roads Fund A628 Interventions Programme	7.12	n/a	1.180	1.180	-
Local priority schemes	7.13	8	0.500	0.500	-
Contingency	7.14	n/a	0.250	-	0.250
<b>TOTAL MAINTENANCE PROGRAMME</b>			<b>14.291</b>	<b>12.033</b>	<b>2.258</b>

### 7.5 Maintenance Programme: Carriageways

An amount totalling £3.200M has been allocated to the Council's carriageway maintenance programme. The estimated cost of the specific areas and streets highlighted in Appendix 3 for works during 2021/22 totals £2.362M with the remaining £0.838M held for contingency and other general maintenance such as street lining.

### 7.6 Maintenance Programme: Footways

An amount totalling £0.905M 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 2021/22. The cost of these works is currently estimated to total £0.820M. 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 3.47 through 3.52.

#### 7.7 Maintenance Programme: Principal Roads

An amount totalling £4.320M has been allocated to the Council's principal roads maintenance programme. Appendix 5 shows the areas and streets that are programmed for works during 2021/22 which totals £4.270M, with the remaining £0.050M relating to condition surveys on the respective carriageways.

#### 7.8 Maintenance Programme: Drainage

An amount totalling £0.906M has been allocated to the Council's drainage maintenance programme, 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. Appendix 6 shows the areas that are programmed for works during 2021/22. £0.556M of these resources will be used to develop and deliver the planned programme with the remaining £0.350M held for reactive drainage repairs and ditching works.

#### 7.9 Maintenance Programme: Bridges and Structures

An amount totalling £0.555M 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 2021/22.

#### 7.10 Maintenance Programme: Street Lighting

£1.789M of the £4.200M allocated to deliver the Group A LED replacement programme will be used for structural repairs and replacements to street lighting columns. In addition, an amount of £0.400M has been allocated for reactive street lighting maintenance.

#### 7.11 Maintenance Programme: Traffic Signs

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

#### 7.12 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 £1.180M of this funding will roll forward into 2021/22, due to delays arising from land acquisition and resources and the COVID pandemic. 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.

7.13 Maintenance Programme: Local Priority schemes

£0.500M has been set aside to address local priority schemes.

7.14 Maintenance Programme: Contingency

An amount of £0.250M has been retained as a contingency to fund price variations and emerging priorities through 2021/22.

7.15 The approval of any variation from this current planned programme of expenditure will be in line with the governance arrangements outlined in paragraphs 3.47 through 3.52 and reported to Members accordingly.

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

Integrated Transport Programme: 2021/22 Financial Year

7.17 The estimated cost of the Integrated Transport Programme for 2021/22 (Appendix 2 refers) is £1.074M. This will be funded from the DfT Integrated Transport Block Grant.

Integrated Transport Programme:	Paragraph	Appendix	Total Allocation £M	Planned £M	Pending / Reactive £M
Integrated Transport Programme	7.17	1	1.074	1.074	-
<b>TOTAL</b>			<b>1.074</b>	<b>1.074</b>	<b>-</b>

Available Resources: 2021/22 Financial Year

7.18 The anticipated resources available for the 2021/22 Highways Capital programme total 18.642M and is outlined in the table below.

Funding Source:	Brought Forward from 2020/21 £M	2021/22 Allocation £M	Total Resources £M
<b><u>DfT Monies (Via Sheffield City Region):</u></b>			
Integrated Transport Block Grant	-	1.074	<b>1.074</b>
Maintenance Block Grant (Needs Element)	0.131	2.106	<b>2.237</b>
Maintenance Block Grant (Incentive Element)	-	0.527	<b>0.527</b>
Pot Hole Action Fund	0.050	2.106	<b>2.156</b>
	<b>0.181</b>	<b>5.813</b>	<b>5.994</b>
<b><u>DfT Monies (Paid Direct):</u></b>			
Safer Roads Fund Grant	1.180	-	<b>1.180</b>
	<b>1.180</b>	-	<b>1.180</b>
<b><u>Council's Own Resources:</u></b>			
Capitalised Highway Maintenance	3.383	3.300	<b>6.683</b>
Group A LED Structural Repairs	1.790	-	<b>1.790</b>
MTFS Emerging Priorities	0.879	1.970	<b>2.849</b>
	<b>6.052</b>	<b>5.270</b>	<b>11.322</b>
<b><u>Other:</u></b>			
S106 Cortonwood Roundabout Realignment	0.146	-	<b>0.146</b>

<b>Funding Source:</b>	<b>Brought Forward from 2020/21</b>	<b>2021/22 Allocation</b>	<b>Total Resources</b>
	<b>£M</b>	<b>£M</b>	<b>£M</b>
	0.146	-	0.146
<b>TOTAL RESOURCES</b>	<b>7.559</b>	<b>11.083</b>	<b>18.642</b>

7.19 As highlighted, the resources expected to be carried in to 2021/22 from 2020/21 is an estimated, indicative position at the time of writing. Any variation in this expected carry forward position will impact the available funding in 2021/22 and therefore, associated plans will be amended accordingly.

7.20 The table below summarises the estimated balance of resources for 2021/22.

<b>2021/22:</b>	<b>£M</b>
Total Anticipated Resources	18.642
Total Planned Expenditure	(15.364)
<b>Total Balance of Resources</b>	<b>3.277</b>

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

Available Resources: Future Years

7.22 The indicative allocations for 2022/23 - 2023/24 are shown below. Members should note that the DfT allocations have yet to be confirmed and are based on the 2021/22 allocations.

<b>Funding Source:</b>	<b>2022/23</b>	<b>2023/24</b>
	<b>£M</b>	<b>£M</b>
DfT Maintenance Block Grant (Needs Element)	2.106	2.106
DfT Maintenance Block Grant (Incentive Element)	0.527	0.527
BMBC Capitalised Highway Maintenance	3.300	3.300
Unplanned Resources from 2021/22	3.277	-
<b>Total Allocations for Maintenance</b>	<b>9.210</b>	<b>5.933</b>
DfT Integrated Transport Block Grant	1.074	1.074
<b>Indicative Total</b>	<b>10.284</b>	<b>7.007</b>

7.23 It should be noted that the Government are planning a Comprehensive Spending Review in the Autumn of 2021 which will have an impact on future funding in respect of the Council's highways capital programme.  
Implications for Highways Revenue Budget

7.24 From a revenue perspective, the service has an annual income target to achieve totalling £12.475M in 2021/22. Based on the expected funding position in relation to Highways Capital Programme shown in the table above, totalling £15.364M worth of works and considering the expected level of external works, there is an anticipated revenue budget 'surplus' in 2021/22 totalling £1.636M which is shown in the table below. The service will manage its workload so as not to deliver this excessive 'surplus', but rather defer sufficient works to the following year in order to contribute to continuity of service into 2022/23.



	<b>2021/22</b>
	<b>£</b>
Total Funding Available	15.364
Less Anticipated External Works	(1.253)
<b>Funding for Internal Works</b>	<b>14.111</b>
Service Income Target	(12.475)
<b>Potential In Year Surplus / (Deficit)</b>	<b>1.636</b>

- 7.25 The indicative position for 2022/23 shows a deficit position totalling £2.191M at this stage, notwithstanding any externally contracted works. It is expected that this indicative position will be mitigated through development of the Council's other major capital schemes that have highways works required within them, for example, the economic growth works at Junction 37, the Glassworks Development and the emerging Transforming Cities Fund projects.

	<b>2022/23</b>	<b>2023/24</b>
	<b>£M</b>	<b>£M</b>
Total Funding Available (As Per Table at Paragraph 7.22)	10.284	7.007
Service Income Target	(12.475)	(12.475)
<b>Potential In Year Surplus / (Deficit)</b>	<b>(2.191)</b>	<b>(5.468)</b>

- 7.26 In addition to this, other funding regimes will be actively pursued including the Transforming Cities Fund and SCR Infrastructure Fund along with other internal, non-core Highways work streams such as Section 278 works, winter maintenance and dropped crossings for example. Should these alternative funding streams not materialise, then a report will be presented to Members in due course.
- 7.27 The level of funding for the Council's highways programme for 2022/23 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. Once the Council's funding allocations are finalised, a further report will be presented to Members.

## **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 2021/22. 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 been identified and some have materialised from the Covid-19 situation in 2020/21. These future risks are centred on the ability to meet annual income targets set.
- 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 difficulty of

minimising non-productive time, within the fiscal year to meet income targets. This risk is compounded by the unknown severity of the winter period in 2021/22 and the level of 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 further waves of Covid-19 illness during the 2021/22 could introduce a risk to the delivery of the Highways 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 2022, with the absence of funding clarity and there will likely be insufficient funding to cover our income liabilities. The background to this significant risk is fully explained in paragraphs 7.16 to 7.20.
- 15.8 Upon completion of the 2020/21 Devolution Deal by the Sheffield City Region, 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. Now SCR Devolution Deal has been agreed, the Mayor



has powers to direct how funding, potentially including Maintenance and Integrated Transport grant from the DfT, 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.

- 15.09 It is, however, unlikely that the allocation of funding will be affected in 2021/22 as no announcement has been made. The uncertainty of how the funding received from the DfT into the SCR will be distributed, there still remains a risk to the Council as there is the possibility of a significant reduction of external funding coming into the Council from 2021/22. 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.
- 15.10 Furthermore, the SCR's current assurance process remains a concern, which may need to be reviewed to align with the fluidity and speed of change that schemes delivered through DfT funding.
- 15.11 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.
- 15.12 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 Health and Safety legislation.

## **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
H&E	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 –	Highways Capital Programme 2021/22
Appendix 2 –	Integrated Transport Programme 2021/22
Appendix 3 –	Local Roads Carriageway Programme 2021/22
Appendix 4 –	Local Roads Footway Programme 2021/22
Appendix 5 –	Principal Roads Programme 2021/22
Appendix 6 –	Drainage Programme 2021/22
Appendix 7 –	Bridges and Structures Programme 2021/22
Appendix 8 –	Local Priority Schemes 2021/22

## 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:** 03/03/2021

## Report of the Executive Director Place

## HIGHWAYS CAPITAL PROGRAMME 2021/22

i) <b>Capital Expenditure</b>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	Later Years
	£	£	£	£
Highways Capital Programme 2021/22	15,363,644			
	<b>15,363,644</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>To be financed from:</b>				
DfT Integrated Transport Block Grant	-1,073,563			
DfT Maintenance Block Grant (Needs Element)	-2,106,085			
B/fwd DfT Maintenance Block Grant (Needs Element)	-130,678			
DfT Maintenance Block Grant (Incentive Element)	-526,672			
B/fwd DfT Safer Roads Fund Grant (Specific to A628)	-1,179,544			
Pothole Action Fund (PHF and HMCF)	-2,106,085			
B/fwd Pothole Action Fund	-50,413			
Capitalised Highways Maintenance	-3,300,000			
B/fwd Capitalised Highway Maintenance	-3,382,795			
Group A LED Structure Repairs	-1,789,537			
MTFS Emerging Investment Priorities	-2,850,507			
S106 Realignment	-145,878			
	<b>-18,641,757</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>To Be Considered For 2022/23 Programme</b>	<b>-3,278,113</b>	<b>0</b>	<b>0</b>	<b>0</b>

<b>Impact on Medium Term Financial Strategy</b>	<u>2021/22</u>	<u>2022/23</u>
	£	£
MTFS	0.000	0.000
Effect of this report	0.000	0.000
<b>Revised Medium Term Financial Strategy</b>	<b>0.000</b>	<b>0.000</b>

Agreed by:



On behalf of the Service Director and Section 151 Officer - Finance

**2021/22 Highways Capital Programme**

<b>Programme</b>	<b>2021/22</b>	<b>Appendix</b>
Integrated Transport Programme	1,073,563	2
Carriageway (Local Roads) Maintenance Programme	3,200,000	3
Footway (Local Roads) Maintenance Programme	905,000	4
Principal Road Network (A road) Programme	4,320,000	5
Drainage Maintenance Programme	906,000	6
Bridges and Structures Maintenance Programme	555,000	7
Local Priority schemes	500,000	8
Street Lighting Maintenance Programme	2,189,537	Column replacement and Reactive repairs
Traffic Signs Maintenance Programme	285,000	Reactive programme
DfT Safer Roads Fund A628 Interventions Programme	1,179,544	N/A
Contingency	250,000	Emerging priorities
<b>Total</b>	<b>15,363,644</b>	



<b>2021/22 Integrated Transport Programme</b>				
	<b>Theme</b>	<b>Scheme</b>	<b>Details</b>	<b>2020/21</b>
<b>B041</b>	<b>Local collision &amp; danger reduction schemes</b>	Collision analysis		10,000
		School Safety Zones		10,000
		Identified schemes from Sites for Concern	Lining, signing, lighting	116,000
				<b>136,000</b>
<b>B042</b>	<b>Road Safety</b>	New Footways	Spark Lane/Collier Way, Mapplewell	18,000
		Social Inclusion	Dropped crossings	25,000
		Speed Indicator Devices	Procurement & deployment	10,000
		Vehicle Activated Signs	Replacement/upgrades	20,000
				<b>73,000</b>
<b>B043</b>	<b>Traffic Management</b>	Traffic signal upgrades	Broadway/Keresforth Hill Road	145,000
			Broadway/Keresforth Hall Road	170,000
			Park Road/Day Street	38,500
			Huddersfield Road/Greenfoot Lane	38,500
			Station Road / Shepherd Lane, Thurnscoe	38,000
				<b>430,000</b>
<b>B045</b>	<b>BMBC Cycling package</b>	Cycling schemes		384,563
				<b>384,563</b>
<b>B046</b>	<b>Preliminary Scheme Design</b>	Advance design on schemes to be delivered in future years		50,000
				<b>50,000</b>
<b>Total Integrated Transport Block programme</b>				<b>1,073,563</b>

**2021/22 Local Roads Carriageway Programme**

Street Name	Ward	From	To
Byron Drive	Central	Rotherham Road	End
Coleridge Avenue	Central	Byron Drive	End
Henshall Street	Central	Wilby Lane	End
Milnes Street	Central	Cemetery Road	Henshall Street
Rochester Road	Central	Claence Road	Burton Bank Road
Wordsworth Road	Central	Rotherham Road	Byron Drive
Back Lane	Darfield	High Street	Rear of Village Hall
Fensome Way	Darfield	Schofield Road	Schofield Road
Highgate	Darfield	Car park entrance	Everill Gate Lane
Morrison Road	Darfield	Bly Road	Illsley Road
Schofield Road	Darfield	Bly Road	End
Bentham Way	Darton East	Sackup Lane	Langcliffe Close
Broomhead Court	Darton East	Longlands Drive	End
Butterton Close	Darton East	New Road	End
Ravens Close	Darton East	Longlands Drive	End
Towngate	Darton East	Speedtable os 6	Darton Lane
Windhill Avenue	Darton East	Windhill Mount	End
Ballfield Lane	Darton West	Churchfield Lane	ALC Roundabout
Uplands Avenue	Darton West	Ballfield Lane	Churchfield Avenue
Westbury Close	Darton West	Redcliffe Close	End
Chestnut Grove	Dearne North	High Street	End
Dane Street North	Dearne North	Norman Street	Dane Street
George Street	Dearne North	Lidgett Lane	End
Norman Street	Dearne North	Tudor Street	Stuart Street
Gaitskill Close	Dearne South	Kennedy Drive	End
Kennedy Drive	Dearne south	Furlong Road	End
Ladycroft	Dearne South	High Street	End
Princess Close	Dearne South	Melbourne Avenue	Canberra Rise
Birchfield Crescent	Dodworth	Wareham Grove	End
Farm House Lane	Dodworth	Pogmoor Lane	End
Padley Close	Dodworth	Baslow Crescent	End
Wareham Grove Cul-de-sac	Dodworth	Wareham Grove	End ( 45-67)
Water Royd Drive	Dodworth	8 Water Royd Drive	Orchard Croft
Edinburgh Road	Hoyland Milton	Lilac Crescent	Lilac Crescent
Station Road	Kingstone	Summer Lane	End

**2021/22 Local Roads Carriageway Programme**

Steet Name	Ward	From	To
Summer street	Kingstone	Summer Lane	End/Turning head
Waterloo Road	Kingstone	Lancaster Street	Shaw Lane
Ashwood Grove	North East	Crabtree Drive	End
Chapel Street	North East	High Street	Ashwell Close
Charles Street	North East	Raymond Avenue	Taylor Crescent
Church Drive	North East	Church Street	Chestnut Avenue
Crabtree Drive	North East	Park Lane	High Street
Moor Lane/South Moor Road	North East	High Street (Speed signs)	Common Road
Spa Well Grove	North East	Norwood Drive	End
Taylor Crescent	North East	Charles Street	Cemetery Road
Oakham Place	Old Town	Rutland Way	End
Rutland Way	Old Town	Redbrook Road	PlacemahOak
Victoria Crescent West	Old Town	Summer Lane	Gawber Road
Wade Street	Old Town	Pogmoor Road	End
Bull Haw Lane	Penistone East	Mayberry Drive	Silkstone Lane
Carr Head Road & Bromley Carr Road	Penistone East	Howbrook Lane	Watercourse in dip
Carr Lane	Penistone East	Broad Oak Lane	Carr Lane Farm
Carr Lane	Penistone East	Princess Gr -Speed Sign	2 Carr Lane
Cliff Common Lane	Penistone East	Hermit Hill Lane	Dance Lane
Coach Gate Lane	Penistone East	A635	Broad Oak Lane
Dean Head Lane	Penistone East	Dean Head Farm	Hunshelf Hall Lane
Greno View	Penistone East	Bagger Wood Road	End
Gudgeon Hole Lane	Penistone east	River Bridge	25m below The Cottag
Gudgeon Hole Lane	Penistone East	Dance Lane	Cliffe Bridge
Hand Lane	Penistone East	Crane Moor Road	LC17
Horn Croft	Penistone East	Darton Road	End
Mayberry Drive	Penistone East	Bull Haw Lane	Silkstone Lane
Oakleigh	Penistone East	Tivy Dale Close	End
Pilley Hills	Penistone East	Athesley House	Beyond dip towards Wortley
Pilley Lane End	Penistone East	Chapel Road	End
St Julien's Mount	Penistone East	Tivy Dale Close	End
Tivy Dale Close	Penistone East	St Juliens Way	End
Whinmoor Court	Penistone East	Whinmoor Drive	os 1
Whinmoor Drive	Penistone East	Mayberry Drive	End
Birds Nest Lane	Penistone West	Grime Lane	Dove Cottage

**2021/22 Local Roads Carriageway Programme**

Street Name	Ward	From	To
Hollin Lane	Penistone West	Lee Lane	Small Shaw Cottages
Linshaws Road	Penistone West	Borough Boundary	Bare Bones Road
Mossley Road	Penistone West	Completed section	Judd Field Lane
Potters Gate	Penistone West	Mid section	Mid Section
Southgate	Penistone West	Green Road	End
The Green	Penistone West	Mortimer Road	Green Road
Wellhouses Lane	Penistone West	Hermit Hil Lane	End
Westgate	Penistone West	Southgate	End
Regent Street	Rockingham	Sheffield Road	23 Regent Street
Skiers View Rd	Rockingham	Stead Lane	Hill Crest
Skiers Way	Rockingham	Cloughfields Road	End
Stead Lane	Rockingham	15 Parkside Road	Steadfield Road
Manor Occupation Road	Royston	Oakwood Road	Summer Lane
Midland Road	Royston	Park View	221 Midland Road
Parkhead Close	Royston	Applehaigh View	End
Sitka Close	Royston	Spruce Avenue	End
Alderson Drive	St Helens	Richard Road	End
Calder Crescent	Stairfoot	Don Drive	End
Darton Street	Stairfoot	Hunningley Close	25 Darton Street
Gordon Street	Stairfoot	End	End
Neville Crescent	Stairfoot	Neville avenue	Reginald Road
St Christopher's Close	Stairfoot	St Paul's Parade	End
Victoria Street	Stairfoot	Hoyle Mill Road	End
Wombwell Lane Service Road	Stairfoot	Wombwell Lane	End
George Street	Wombwell	Summer Lane	High Street
Station Road	Wombwell & Darfield	Roundabout	Bayford Way
Bowland Crescent	Worsbrough	Bourne Road	Royd Close
Brow Close	Worsbrough	Ridgewalk Way	End
Mitchell Close	Worsbrough	White Cross Lane	End
Ridgewalk Way	Worsbrough	Highstone Lane	End
Thomas Street	Worsbrough	Park Road	End
Waterdale Road	Worsbrough	Wigfield Drive	End



**2021/22 Local Roads Footway Programme**

Street Name	Ward	From	To
Albert Street	Central	New Street	Queen Street South
Boundary Street	Central	Portland Street	End
Brinkman Street	Central	Sheffield Road	Roseberry Terrace
Grasmere Road	Central	Thirlmere Road	Old school Gate
Langdale Road	Central	Clyde Street	Pontfract Road
Lulworth Close	Central	Boundary Street	End
Racecommon Road	Central	Leopold Street	Plummer Street
Sunderland Terrace	Central	Doncaster Road	End
Thirlmere Road	Central	Coniston Road	10 Thirlmere Rd
Almond Avenue Link Footpaths	Cudworth	Alomd Avenue	Sycamore Avenue
Limetree Close	Cudworth	Rose Tree Avenue	16 Lime Tree Close
Rose Tree Avenue Link Footpaths	Cudworth	67 Rose Tree Avenue	21 Rose Tree Avenue
Willow Close Link Footpaths	Cudworth	Willow Close	31 Willow Close
Maytree Close	Darfield	Doveside Drive	End
Bourne Court	Darton East	The Balk	End
Snailsden Way	Darton East	Cloverlands Drive	End
Redcliffe Close	Darton West	Ripley Grove	End
Chestnut Grove	Dearne North	High Street	End
High Street	Dearne North	Shepherd Lane	Kingsway
Barnsley Road	Dodworth	South Road	Mitchelson Avenue
Keresforth Hill Road	Kingstone	150 Keresforth Hill	Public Footpath
Keresforth Hill Road	Kingstone	Public Footpath	120 Keresforth Hill
Chancel Way	Monk Bretton	Bishops Way	End
Deans Way	Monk Bretton	Long Causeway	End
Kirk Way	Monk Bretton	Long Causeway	End
Pontefract Road	Monk Bretton	Harold Avenue	Dillington Place
Malham Close	North East	Poplar Ave	End
Millside Walk	North East	Dog Hill Drive	End
Sandybridge Lane	North East	LC12	Borough Boundary
Stretton Road	Old Town	Topcliffe Road	Ends
Green Moor Road	Penistone East	2 Inglemount	Playground entrance
Chapel Lane	Penistone West	Mortimer Road	The Stables
Church Street	Penistone West	Market Place	Shrewsbury Road
West Street	Rockingham	Broad Street	234 West Street
Newstead Road	St Helens	Shortfield Court	Lindhurst Road Rbt

**2021/22 Local Roads Footway Programme**

Street Name	Ward	From	To
Hunningey Lane to Reginald Rd	Stairfoot	s/o 89 Reginald Road	s/o 60 Hunningley La
Janets Walk	Stairfoot	Neville Close	6 Janets Walk
Mont Walk	Stairfoot	Neville Close	14 Mont Walk
Pearson Crescent Access	Stairfoot	Pearson Crescent	End
Richardson Walk	Stairfoot	Neville Close	Pearson Crescent
Spring Walk	Stairfoot	Neville Close	End
Princess Street	Wombwell	Main Street	End
School Street	Wombwell	Barnsley Road	Blythe Street

**2021/22 Principal ('A') Road Network Programme**

<b>Street Name</b>	<b>Ward</b>	<b>From</b>	<b>To</b>	<b>Cway/Fway</b>
A637 Huddersfield Road	Darton West	Old Post Office	J 38 Roundabout	Cway
A635 Wilthorpe Road	Darton West / Old Town	Redbrook Road	Over 65s	Cway
A629 Copster Lane / Rag Lane	Penistone East	Bower Hill	Roper Lane	Cway
A629 Halifax Road	Penistone East	Wortley Arms	100m past Booth Wood Lodge	Cway
A629 Halifax Road	Penistone East	Roper Lane	Crane Moor Road (?)	Cway
A629 Rag Lane/Copster	Penistone East	Bower Hill	Roper Lane	Fway
A61 Sheffield Road	Rockingham	Worsbrough Road	Moor Lane	Cway
A633 Rotherham Road	St Helens	Carlton Road	(and including) Scolah's Roundabout	Cway

## 2021/22 Drainage Programme

Road Name (& number)	Ward	From	To
Old Mill Lane (A635 )	Central	Huddersfield Road	Eldon Street
Burton Road (C435)	Central Monk Bretton	Wakefield Road	Pontefract Rd Rdbt
Pontefract Road (A628)	Central/Monk Bretton	Cundy Cross Rdbt	Harborough Hills
Barnsley Road (C435)	Cudworth	Pontefract Rd Rdbt	Royston Road
Doncaster Road (A635 )	Darfield	Top of Ardsley Hill	Cathill
George Street (B6096)	Darfield	River Dove	Snape Hill Road
Snape Hill Rd (B6096)	Darfield	George Street	Church Street
Stonyford Road (B6096)	Darfield	Ings Road	River Dove
High Street/Rotherham Rd (B6273)	Darfield/North East	Park Lane	Middlecliffe Lane
Dearne Hall Road (B6428)	Darton East	A637	Spark Lane
Bar Lane/Blacker Road (B6131)	Darton East/St Helens	A61	Greenside
Wakefield Road (A61)	Darton East/St Helens	Borough Boundary	Scorahs Rdbt
Staincross Common (C65)	Darton East/west	Greenside	Wakefield Boundary
Claycliffe Road (A637)	Darton West	Claycliffe Rdbt	Barugh Lane
Lane Head Road (A635 )	Darton West/Penistone East	Barugh Road	Boundary with Kirkless
Houghton Road (B6411)	Dearne North	Billingley Lane	Shepherd Lane
Angel Street (B6093)	Dearne South	Lowfield Road	Garbutt Street
Furlong Road (B6093)	Dearne South	Washington Road	Lowfield Road
High St/Wath Road (C597)	Dearne South	Angel Street	Boundary
Mexborough Road (B6093)	Dearne South	Garbutt Street	River Bridge
Dodworth Green Road (B6449)	Dodworth	Ben Bank Road	High Street
Pogmoor Road (C785)	Dodworth Old Town	Railway Bridge	Gawber Road
Keresforth Hill Road (A6133/B6099)	Dodworth/Kingstone	Broadway	Gilroyd Lane
Ben Bank Road (B6449)	Dodworth/Penistone East	Moorend Lane	Dodworth Green Road
Cemetery Road (C549)	Hoyland Milton	Roebuck Hill	School Street
Hemingfield Road (C548)	Hoyland Milton	Hemingfield Road Rdbt	School Street
Roebuck Hill (C549)	Hoyland Milton	A6195 Rdbt	Cemetery Road
Wath Road (B6097)	Hoyland Milton	Wentworth Rd	Tingle Bridge Lane
Keresforth Hall Road (C783)	Kingstone	Broadway	Genn Lane
Park Road (A6133)	Kingstone	Racecommon Road	Highstone Avenue
Racecommon Road (C438)	Kingstone	Townend Rdbt	Broadway
Grange Lane (A633)	Monk Bretton/Stairfoot	Stairfoot Rdbt	Cundy Cross Jct



## 2021/22 Drainage Programme

Road Name (& number)	Ward	From	To
Brierley Road (C2)	North East	High Street	Common Road
Moor Lane (B6273)	North East	Common Road	Park Lane
Sandibridge Lane (C2)	North East	Redthorne Way	Boundary
Thurnscoe Lane (B6411)	North East	Rotherham Road	Billingley Lane
Huddersfield Road (A635 )	Old Town	Rowland Road	Victoria Road
Bower Hill (B6449)	Penistone East	A629	Sheffield Road
Coates Lane (B6449)	Penistone East	Pinfold Lane	A629
Low Lane (C146)	Penistone East	Gilroyd Lane	Hood Green Road
Thurgoland Bank (B6462)	Penistone East	Sheffield Road	Roughbirchworth Lane
Barnsley Road (A628)	Penistone East/West	Hoylandswaine Rdbt	Bridge Street
Huddersfield Road (A629)	Penistone West	Carr Lane	Fall Edge Lane
Huddersfield Road (A629)	Penistone West	Carr Lane	B6462
Lee Lane (B6106)	Penistone West	Manchester Road	Whams Road
Manchester Road (A628 )	Penistone West	Bridge End	Fullshaw Cross
Royston Lane (B6132)	Royston	Church Hill	Carlton Road
Station Road (B6132)	Royston	The Wells	Summer Lane
Wakefield Road (A61)	St Helens	Scorahs Rdbt	Smithies T/Lights
Laithes Lane (B6132)	St Helens	A61	Carlton Road Rdbt
Rotherham Road (A633)	St Helens/Monk Bretton/Central	Scorahs Rdbt	Cundy Cross
Wood Walk (B6096)	Wombwell	Hemingfield Road	Roebuck Hill Rdbt
Ardsley Road (B6100)	Worsbrough	Burnsall Grove	Bank End Road
Genn Lane (C783)	Worsbrough	Racecommon Lane	Vernon Road

<b>Reactive Maintenance</b>	Boroughwide	Various locations
<b>Ditching Programme</b>	Boroughwide	Various locations

<b>Culvert Refurbishment</b>			
Keresforth Road	Dodworth		
Barnburgh Lane	Dearne North / South		

<b>Other Works</b>			
Lobwood	Worsbrough		
Market Street	Central		

**2021/22 Bridges and Structures Programme**

<b>Scheme</b>	<b>Ward</b>
Assessment programme	Boroughwide
Retaining Walls	Boroughwide
Boundary walls reactive	Boroughwide
Pedestrian Guard rails reactive	Boroughwide
Safety Fencing reactive	Boroughwide
Safety Barrier	Boroughwide
Cone lane, Silkstone	Penistone East
River Dearne Bridge (A6195)	Darfield
Aldham River Bridge (A633)	Stairfoot

**2020/21 Local Priority Schemes**

<b>Locations</b>	<b>Ward</b>	<b>From</b>	<b>To</b>
Derwent Road	St Helens	Carlton Road	Chatsworth Road
Ashley Croft	Royston	Buckingham Way	End
Cranford Gardens	Royston	Buckingham Way	End
Canberra Rise	Dearne South	Ingsfield Lane	Carr Head Lane
The Crescent	Dearne South	Prospect Road	52 The Crescent
Houghton Road	Dearne North	Lorne Road	Shepherd Lane
Windmill Ave (Cul-de-sac)	North East	Windmill Avenue	End

## BARNSELY 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 PLACE TO CABINET ON 21 APRIL 2021

#### VEHICLE REPLACEMENTS 2021 TO 2022

#### 1. PURPOSE OF REPORT

- 1.1 To request approval for the 2021/22 Vehicle Replacement Programme which proposes the procurement of 66 vehicles, plant items and equipment in line with the Vehicle Replacement Strategy 2019 to 2025, previously approved by Cabinet (Cab.20.2.2019/10 refers).
- 1.2 To request further support to continue to reduce the emissions of the Council's fleet by replacing 100% of the fully diesel or petrol fuelled vehicles in this replacement batch with Ultra Low Emission Vehicles (ULEVs) in support of the Government's 'Road to Zero' strategy and the Council's own Clean Air Action Plan and Zero 40 strategy.
- 1.3 To request approval to upgrade at least 9 vehicles supplied to Berneslai Homes to ULEVs, subject to their operational requirements.

#### 2. RECOMMENDATIONS

Cabinet is asked to:-

- 2.1 Authorise the procurement of 66 vehicles, in the 2021/22 financial year, to be used by council departments and partner organisations, with a total value of up to £1.807M (including the additional cost of ULEVs as referred to at 2.2) by way of purchase followed by a sale and lease back arrangement as outlined in section 7.9 or whichever method of funding is deemed appropriate following full financial appraisal.
- 2.2 Agree the upgrading of 30% (100% for Council departments and 16% for partner organisations) of the petrol and diesel fuelled vehicles highlighted for replacement in this report to ULEVs at an additional estimated expense of £0.221M included in the total amount stated in 2.1. £0.135M of this relates to Council departments and £0.086M for partner organisations.
- 2.3 Approve the additional capital spend of £0.524M for the purchase of 20 vehicles for use by the Home to School Transport service. The vehicles will again be purchased followed by a sale and lease back arrangement funded by the Home to School Transport Service.

### **3. INTRODUCTION**

- 3.1 The Vehicle Replacement Strategy 2019 – 2025 was approved by Cabinet (Cab.20.2.2019/10 refers). It was noted in this report that it would be followed by a capital plan in accordance with the strategy. This report is the second capital request since the approval of the strategy and will set out the capital request for financial year 2021/22 and the forecast requirement for 2022/23 to 2025/26.
- 3.2 Since the introduction of the Vehicle Replacement Strategy 2019-2025 the council has made commitments in the annual capital request reports to upgrade a % of the replacements to ULEVs. So far, 41% of the replacements to be used by the council are ULEVs. Surpassing the target of 37% set in the 2020/21 report.
- 3.3 There are still a total of 60 vehicles remaining to procure from previous reports, these have been held back to wait for suitable ULEVs to come onto the market or as a result of complex/changing requirements. There have also been delays in delivery of new vehicles as a result of COVID 19 and Brexit.
- 3.4 The Council's fleet is made up of 426 vehicles and plant items and equipment with a total capital value of approximately £15M and is also supplemented by hire vehicles. These vehicles are essential for front line services to deliver both statutory and income generating services.
- 3.5 Every vehicle has a lifespan based on the type of vehicle, the role it carries out and its usage profile. Once a vehicle reaches the end of this lifespan there is an increase in maintenance cost and vehicle downtime. Therefore, it is imperative that vehicles are replaced once they reach this point to ensure that excess downtime doesn't adversely affect the department's ability to deliver their services and the council does not incur additional costs associated with maintenance on vehicles at the end of their lives. A decision on whether the vehicles will be replaced at the end of their scheduled useful life will be made towards the end of the initial lease period. Appendix B shows vehicles that are considerably over their initial lease period. With such a diverse fleet with varied uses we cannot determine the exact life of a vehicle; it is dealt with on a case by case basis after the initial review period.
- 3.6 This report seeks approval to implement a replacement programme for 2021/22, to replace 11 vehicles, plant and equipment operated by council departments – the vehicles will be utilised by 4 departments. 100% of these replacement vehicles will swap diesel or petrol vehicles for ULEVs. In order to replace vehicles with ULEVs we are reliant on suitable vehicles being available in the market, due the type of vehicle being replaced in this batch we are able to replace 100% with ULEVs. In future years we may not be able to commit to 100% however aspire to continue to ambitiously replace the fleet with ULEVs.
- 3.7 The report also seeks approval to replace 31 vehicles operated by Berneslai Homes, with 7 of them to ULEVs subject to operational requirements and procure 24 additional vehicles.
- 3.8 A ULEV is defined as a vehicle that emits less than 75g of Carbon Dioxide (CO<sub>2</sub>) per kilometre travelled and is capable of at least 10 miles of zero emission driving between recharging. They include:



- Fully Electric Vehicles (EVs) (this would be the preference for us at this point in time and additional capital would be used to support this type of vehicle).
- Plug-in Hybrid Electric Vehicles (PHEVs).
- Extended-Range Electric Vehicles (E-REVs).

3.9 The Council continues to monitor the ULEV market, currently the ULEV commercial vehicle area of the market is growing but not as quickly as the car market. Due to the type and complexity of some of the vehicles we operate, this means that for some of the vehicles we use it is not yet possible to replace diesel vehicles with ULEVs, while the market is developing opportunities will be sought to trial new technology so that when it is readily available the council is in a position to adopt it. If the council is required to opt for diesel or petrol before suitable ULEVs are available, it will always ensure that new vehicles meet the latest emissions standards and look at available technology to reduce the carbon emissions of the vehicles (such as Mild Hybrid Technology).

3.10 Tables 1a and 1b below show a breakdown of the capital request by department and external partners.

**Table 1a – Planned replacements for council departments 21/22**

User/ Department/ Customer	Number of vehicles (ULEV)	Average age (years)	Capital cost	Extra cost for ULEV	Total capital cost
Highways	1 (1)	8	£17,000	£15,000	£32,000
Mayoral Support	1 (1)	8	£45,000	£30,000	£75,000
Transport Services (workshop)	1 (1)	8	£35,000	£10,000	£45,000
Facilities Management (formerly NPS)	8 (8)	4	£184,000	£80,000	£264,000
<b>Sub-total – council departments</b>	<b>11 (11)</b>	<b>5.1</b>	<b>£281,000</b>	<b>£135,000</b>	<b>£416,000</b>

**Table 1b – Planned replacements for partner organisations 21/22**

User Department/ Customer	Number of vehicles (ULEV)	Average age (years)	Capital cost	Extra cost for ULEV	Total capital cost
Berneslai Homes (Replacements)	31 (7)	5	£753,000	£86,000	£839,000
Berneslai Homes (New)	24 (0)	N/A	£552,000	£0	£552,000
<b>Sub-total – partner organisations</b>	<b>55 (7)</b>	<b>5</b>	<b>£1,305,000</b>	<b>£86,000</b>	<b>£1,391,000</b>

<b>Total</b>	<b>66 (18)</b>	<b>5</b>	<b>£1,586,000</b>	<b>£221,000</b>	<b>£1,807,000</b>
--------------	----------------	----------	-------------------	-----------------	-------------------

3.11 This report also includes the request for capital funding to procure vehicles for use by Berneslai Homes. Berneslai Homes are motivated to reduce their carbon footprint however they recognise difficulties which may restrict the speed at which they can move their fleet to ULEVs, these include:

- Suitability of vehicles currently on the market, while the ULEV market is accelerating quickly for cars the commercial vehicles sector is not moving in tandem. This may suggest that Berneslai Homes would not be able to move

into the ULEV market with like for like vehicles which could cause operational difficulties. Improvements in Commercial Vehicle technology may change this view.

- The timeline in developing a wider charging infrastructure throughout Barnsley MBC will dictate the ability to charge up vehicles throughout the day. This would challenge operational resilience until a full infrastructure is established.
- Berneslai Homes operating model involves operatives taking their vehicles home, additional work will need to be done to ensure operatives can charge their vehicles at home, along with reimbursement for operatives to cover the cost of charging. NB. There is also the challenge that not all operatives have access to off road parking.
- There are capacity issues at the Carlton Depot, due to a new tenant moving in around 50% of the space has now been lost. There are now restrictions on space to park and charge vehicles inside the depot.

Berneslai homes are working to overcome these challenges to introduce more ULEVs into their fleet in the future these include:

- Working across the sector to keep up with what is happening in the ULEV and Vehicle charging markets, via networks and conferences.
- Applying for planning to convert the front space at their Carlton Depot to a car park so Vehicle Charging Points can be installed for the vans that do return to base.
- Work has been undertaken with the Energy Saving Trust and Berneslai Homes are awaiting a report that will give them a transition plan and strategy to move to ULEVs.

#### **4. PROPOSAL AND JUSTIFICATION**

##### 2021/22 Requirements

- 4.1 A total of 42 vehicles will be procured to replace existing vehicles as detailed in Appendix B and Tables 1a and 1b above and an additional 24 procured to increase the size of Berneslai Homes' fleet.
- 4.2 The council vehicles that are planned for replacement in this batch have been in service for on average 5 years and are an average of 0.1 years over their initial predicted lifespan.
- 4.3 The vehicles for Berneslai Homes are an average of 5 years old and have reached the end of their lease period and predicted lifespan. Details of all ages are available in Appendix B.
- 4.4 Some vehicles included in the request have not yet reached their expected lifespan, however by the time replacements are ordered and delivered they will have exceeded their lifespan
- 4.5 100% of the diesel or petrol vehicles operated by council departments will be upgraded to ULEVs; this percentage could be restricted by the current market for ULEVs however the vehicles due for replacement are all suitable for upgrade to ULEVs.

- 4.6 It is planned that 7 of the vehicles supplied to partner organisations will be upgraded to ULEVs in this batch of replacements. N.B. This is subject to the partner organisations supporting this change and accepting the increased price of ULEVs.
- 4.7 The number of ULEVs for partner organisations and the council may increase should the price and availability for larger ULEV vans become more favourable. It is currently projected that this is not the case however, if so then additional funding would be required to facilitate this increase.
- 4.8 Replacing vehicles at the end of their life is beneficial to the council for the following reasons:
- **Reduction in carbon emissions** – replacing vehicles enables us to move onto new technology such as ULEVs, however even if a diesel or petrol vehicle is replaced with another, new engines are much cleaner and it will still result in a reduction in emissions. Studies show that the emissions of an electric vehicle are up to 2 tonnes less than a Diesel when travelling 10,000 miles in a year. New emissions standards have dramatically decreased the emissions of vehicles, for example, a medium sized panel van in 2014 emitted 0.359 grams of CO<sub>2</sub> per km a new one would emit 0.192g/km, a reduction of almost 50%.
  - **New safety technology** – new vehicles have features to make them safer to the occupants and public, reducing the risk of accidents. Some examples are detailed at 19.2.
  - **Reduction in maintenance** - as vehicles age their maintenance requirements increase, meaning that they spend more time off the road and potentially incur extra costs.
  - **Reduction in running costs** – new vehicles are much more efficient, meaning that fuel and other associated running costs would be lower.
  - **Increase in vehicle availability** – due to the additional maintenance requirements of older vehicles, they inevitably spend more time off road, which potentially increases the requirement on hire vehicles in order to maintain service delivery.
  - **More efficient working** – new vehicles can be tailored to suit operational requirements, meaning that operatives can use them in a more efficient manner than the ones they are replacing.
- 4.9 Using the information available on the vehicles V5C document we can calculate that the current total CO<sub>2</sub> emissions measured in grams per kilometre for the 42 vehicles (not including the additional vans for Berneslai Homes) proposed for replacement is 9.6g/km. The replacement vehicles are estimated to generate a total of 1.3g/km. This is a predicted reduction of over 75% in CO<sub>2</sub> exhaust emissions.

	CO <sub>2</sub> g/km
Existing vehicles	9.6
New vehicles	1.3

- 4.10 Vehicle replacements will be scrutinised before any procurement takes place to ensure that the fleet is utilised as much as possible and unnecessary vehicles are not replaced. Within the programme, there is provision to replace 8 Facilities Management (formerly NPS) vehicles. However, it is unclear at this stage whether

these vehicles will be required in the future when the service is brought back in house. The procurement of these vehicles will not take place unless it is identified that they are actually required to meet the needs of the service.

- 4.11 Procurement of replacement vehicles will take into account the predicted whole life cost of vehicles – purchases will not be made based solely on the initial price. As well as our own calculations we will utilise external research that is freely available to us as an aid.
- 4.12 A final decision will be made on whether to replace the vehicles we have identified with ULEVs during the procurement process. The usage profile will be scrutinised and estimated fuel and maintenance cost reduction will be evaluated against the additional purchase price and leasing cost. The infrastructure available to charge the vehicles will also be a determining factor.
- 4.13 Facilitating the take-up of ULEVs is an important action within the Council's Air Quality Action Plan (<https://www.barnsley.gov.uk/media/5738/barnsley-abc-air-quality-action-plan-2017.pdf>), along with a commitment to improving the Council's fleet. Procurement of ULEVs will demonstrate commitment to the Air Quality Action Plan and can act as an exemplar to other private and public fleet operators in the Borough of the environmental and operational benefits of such vehicles.
- 4.14 In 2019, the Council declared a Climate Emergency with a commitment for the Council to be zero carbon in its operations by 2040 (Zero40), and for the wider Borough to be zero carbon by 2045 (Zero45). Transport currently accounts for 12% of total BMBC carbon emissions and contributes to the overall Borough's transport carbon emissions of 27%. Converting from diesel and petrol vehicles to electric vehicles will reduce emissions from transport by around 40%.
- 4.15 The Government's Road to Zero - In 2018, the UK Government launched the Road to Zero Strategy to decarbonise transport. The Government ambition is for 40% of all new vans sold to be EV by 2030, and for the sale of new diesel and petrol cars and vans to end by 2040.
- 4.16 Based on industry data, a benefit of ULEVs, as well as their lower emissions, is that the day to day running costs are typically much lower than their diesel or petrol powered counterparts so it is likely that the whole life costs of them will be lower. The council does not yet have enough data from its own fleet to determine the optimum usage profile for ULEVs in Barnsley.
- 4.17 We estimate that the fuel cost of using Full Electric Vehicles are around 30% of the price of Diesel equivalent vehicles – this gives a saving of 70% on fuel costs. The maintenance requirements of electric vehicles are also less than diesel vehicles meaning that servicing and maintenance costs are lower over the lifetime of the vehicle.
- 4.18 At the end of a battery's life they can be reused as power storage batteries before being recycled.

## Future Funding Requirements

- 4.19 The Vehicle Replacement Strategy 2019 - 2025 stated that the capital expenditure forecast and the revenue impact of this for the following five years would be presented as part of the annual capital requirement report to provide a longer term view of the capital funding requirement. These projections are generated from a spreadsheet model designed for this purpose. The requirements for years 2022/23 to 2026/27 are set out in Table 2. Unless there is a change in financing policy, resulting from changes in accounting standards (see section 7) or otherwise, future purchases will also be followed by sale and leaseback arrangements following the initial purchase.

Table 2

Financial Year	2021/22	2022/23	2023/24	2024/25	2025/26	Total
<b>Number of vehicle to procure</b>						
BMBC services	11	19	27	6	24	87
Partners	55	0	22	0	0	77
<b>Total number</b>	<b>66</b>	<b>19</b>	<b>49</b>	<b>6</b>	<b>24</b>	<b>164</b>
<b>Projected Capital Expenditure</b>						
BMBC services	£ 416,000	£ 311,000	£ 1,299,300	£ 155,656	£ 2,552,598	£ 4,734,554
Partners	£ 1,391,000	£ -	£ 455,223	£ -	£ -	£ 1,846,223
<b>Total spend</b>	<b>£ 1,807,000</b>	<b>£ 311,000</b>	<b>£ 1,754,523</b>	<b>£ 155,656</b>	<b>£ 2,552,598</b>	<b>£ 6,580,777</b>
<b>Impact on revenue (leasing cost budget)</b>						
Opening leasing cost	£ 1,425,776	£ 1,684,709	£ 1,699,684	£ 1,774,820	£ 1,775,077	
Extension Rentals	£ 50,000					
Increase due to vehicle replacements	£ 207,075	£ 51,315	£ 289,496	£ 25,683	£ 421,179	
Increase due to additional vehicles	£ 82,800	£ -	£ -	£ -	£ -	
Decrease from vehicles returned	-£ 80,942	-£ 36,340	-£ 214,360	-£ 25,427	-£ 294,138	
Reduction in maintenance costs	£ -	£ -	£ -	£ -	£ -	
Savings from ULEVs	£ -	£ -	£ -	£ -	£ -	
<b>Closing leasing cost</b>	<b>£ 1,684,709</b>	<b>£ 1,699,684</b>	<b>£ 1,774,820</b>	<b>£ 1,775,077</b>	<b>£ 1,902,117</b>	
<b>Leasing cost budget</b>	<b>£ 1,707,955</b>	<b>£ 1,904,936</b>	<b>£ 1,904,936</b>	<b>£ 1,912,748</b>	<b>£ 1,912,748</b>	
Increased Partner Fees	£ 148,145		£ 7,812	£ -	£ -	
Budget Transfer Required from User Depts	£ 48,836	£ -	£ -	£ -	£ -	
Savings From ULEVS	£ -		£ -	£ -	£ -	
Reduction in maintenance costs	£ -	£ -	£ -	£ -	£ -	
	<b>£ 1,904,936</b>	<b>£ 1,904,936</b>	<b>£ 1,912,748</b>	<b>£ 1,912,748</b>	<b>£ 1,912,748</b>	
<b>-Under/overspend</b>	<b>-£220,227</b>	<b>-£205,252</b>	<b>-£137,928</b>	<b>-£137,671</b>	<b>-£10,631</b>	

- 4.20 The figures in Table 2 include a replacement cost for the purchase of replacement vehicles procured within the time period shown that also reach the end of their life within the time period shown. For instance, if the life of the vehicle is 5 years, it will be included in 2021/22 and in 2025/26.
- 4.21 The financial projections in Table 2 assume like for like replacements and are calculated by adding inflation of 3% per year to the initial vehicle purchase price. The actual amount that will be requested will be based on current estimated purchase prices.
- 4.22 The figures also assume that vehicles will be replaced when they come to the end of their existing initial lease period/life of the vehicle. However, this may not be the case. The need for the replacement will be evaluated towards the end of the lease period. If replacement is not deemed necessary at that point then the lease will be extended and this profile amended.



4.23 Table 2 shows that if the additional income from partners to reflect the increased value of the replacement vehicles is included in the calculations and there is sufficient headroom in the Fleet revenue budget for the next five years (2021/22 to 2025/26) to pay the higher leasing costs of the vehicles in the proposed vehicle replacement programme. Savings in other areas will need to be found if the costs of vehicles are more than currently projected. There are a number of risks (e.g. change in accounting treatment following the implementation of a new accounting standard for leasing (see section 7 below), the actual cost of vehicles post Brexit, borrowing rates, the effect of residuals on leased vehicles) and opportunities (e.g. lower repairs and maintenance costs when running a relatively newer fleet) which will impact on the capital and revenue budgets going forward. Therefore, the programme should be refreshed each year.

4.24 The projections in Table 2 (except those for 2021/22) do not include the additional capital cost that will be required for ULEV upgrades to the fleet for the following reasons:

- Due to the fast development of ULEVs we are unable to predict what suitable vehicles will be available to us in years to come.
- It is predicted that the cost of ULEVs will drop in the coming years – meaning that additional funding may not be required.

4.25 If we continue with the strategy adopted in 2019/20 to buy 25% of replacement vehicles as ULEVs and make the same assumptions about the incremental cost of ULEVs (the price difference is dependent on the type of vehicle, however based on the predicted costs in appendix B, they are an average of £11,050 more expensive than the equivalent petrol or diesel versions), then £930,963 of additional capital expenditure will be required in the next 5 years as shown in Table 3. This will result in an increase in the annual leasing charge of £134,688 per year by 2026/27. The table also shows the additional funding requirement should 50% of the replacements be ULEVs.

Table 3

Financial Year	2022/23	2023/24	2024/25	2025/26	2026/27	Total
Total Vehicles to be Replaced	19	49	6	24	239	<b>337</b>
25% ULEVS	5	12	2	6	60	<b>84</b>
Additional Capital Requirement	£52,487.50	£135,362.50	£16,575.00	£66,300.00	£660,237.50	<b>£930,962.50</b>
Additional Leasing Cost	£10,707.45	£27,613.95	£3,381.30	£13,525.20	£134,688.45	<b>£189,916.35</b>
<b>50% ULEVS</b>	<b>10</b>	<b>25</b>	<b>3</b>	<b>12</b>	<b>120</b>	<b>168.5</b>
Additional Capital Requirement	£104,975.00	£270,725.00	£33,150.00	£132,600.00	£1,320,475.00	<b>£1,861,925.00</b>
Additional Leasing Cost	£16,796.00	£43,316.00	£5,304.00	£21,216.00	£211,276.00	<b>£297,908.00</b>

4.26 Additional capital expenditure will also be required for more charging points to support these additional vehicles. A separate piece of work is ongoing looking at the redevelopment of Smithies Lane Depot, where the majority of the Council's vehicles

operate from, this will consider the requirement for additional charging points and be presented in a separate report.

- 4.27 The leasing charge figures in Table 3 assume that we will be able to secure similar lease terms for ULEVs to those for petrol and diesel vehicles. If funders assume that ULEVs to be higher risk (e.g. uncertainty about demand and battery life) then the leasing charge could be higher.
- 4.28 Where the ULEVs are for Council services, there will be savings in fuel, road fund licence and maintenance costs. Where they are purchased for partner organisations, there will be an increase in the service level agreement income. Based on current estimates these should be at least equivalent to the additional lease charges and so there should be no increase in the overall revenue costs as a result of moving to more ULEVs.
- 4.29 The introduction of Electric Vehicles to the council's fleet may bring the requirement for investment to be made into the vehicle maintenance workshop and the upskilling of Technicians. The requirement is currently under assessment and any funding identified will be brought forward in a separate report.

#### Home to School Transport

- 4.30 A review of the Home to School Transport services and the current routes undertaken by contractors on behalf of the Council has been conducted. For each route, a calculation has been completed on the potential cost to the Council if the service were to be provided in house. Out of the 149 routes reviewed, it was identified that there are potentially 63 routes which could be considered viable for bringing back in house.
- 4.31 Due to timescales and other considerations (such as garaging facilities, other uses for the vehicles yet to be identified), it is proposed to bring back in house 20 routes from the 1<sup>st</sup> September 2021 to coincide with the new school year. The routes identified for bringing in house during this first phase considers not only the potential savings for that route but also considers the current provider in terms of financial impact and current standard of service being provided.
- 4.32 In order to bring the proposed 20 routes back in house, there will be a requirement to purchase the vehicles with an estimated capital cost of £0.524M as shown in the table below:

<b>Vehicles</b>	<b>No</b>	<b>Estimated Unit Cost</b>	<b>Total</b>
VW Crafter 9 Seats	3	£37,100	£111,300
VW Transporter Shuttle	11	£25,300	£278,300
VW Golf	2	£15,000	£30,000
VW Golf - Elec	4	£26,100	£104,400
			<b>£524,000</b>

## **5. CONSIDERATION OF ALTERNATIVE APPROACHES**

- 5.1 Option 1: Do Nothing. Retain the vehicles detailed in Appendix B and extend them beyond their planned lifespan. This option is not recommended as it would lead to

increases in maintenance costs, vehicle downtime and supplementary hire vehicles due to more complex repairs becoming necessary. This would adversely affect user departments' ability to provide front-line services and also prevent the council benefiting from newer safety technology, the number of ULEVs in the fleet will not increase and the council will be operating vehicles with older Euro rated engines that do not meet the same emission standards as newer equivalent vehicles. It will also not demonstrate commitments in the Councils Air Quality Action Plan and the Governments 'Road to Zero' strategy.

- 5.2 Option 2: Replace the vehicles detailed in Appendix B but not procure ULEVs and not procure electric charging points. This option is not recommended as the borough would not benefit from the increase in air quality that lower/zero emission vehicles bring, the council would also fail to show a good public image in helping to encourage others to take up this technology. It will also not show support to the commitments given in the Council's Air Quality Action Plan and the Government's 'Road to Zero' strategy.

## 6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Emissions from council vehicles will be lower with the increase in ULEVs replacement of older, lower Euro rated vehicles with vehicles that meet the latest Euro emissions rating, thus improving air quality in Barnsley for local people and visitors. This will therefore assist in the Council meeting legal air quality standards for the Borough, and contribute to reducing exposure to road traffic emissions for local stakeholders.
- 6.2 Service users will benefit from increased vehicle availability for council departments due to newer vehicles which require less maintenance. Enabling front line services to continue to provide a reliable service.

## 7. FINANCIAL IMPLICATIONS

- 7.1 Consultations on the financial implications have taken place with representatives of the Service Director – Finance (S151 Officer)

### Capital Programme / Capital Funding Implications

- 7.2 This report outlines the proposal to purchase 66 vehicles and items of equipment during 2021/22. The total capital cost is estimated to be in the region of £1.807M (Table 1a and 1b).
- 7.3 The financing options currently available to the Council are shown in the table below, together with a brief description of the implications on both the Council's revenue budget and capital programme respectively.

Financing Method	Revenue Implications	Capital Implications
<b>Borrowing</b>	Cost of repayment of debt / servicing debt (interest) charged annually	The Council's indebtedness increases
<b>Operating Lease</b>	Lease rentals charged annually	None

<b>Financing Method</b>	<b>Revenue Implications</b>	<b>Capital Implications</b>
<b>Finance Lease</b>	Lease rentals split between interest and principal and charged annually	The Council's indebtedness increases

- 7.4 To ensure that the Council finances the vehicles in the most cost effective way and attains value for money, at the time of replacement, a financial appraisal is undertaken comparing the cost of each. The classification of a lease is based on whether the risks / rewards reside with the lessee (the Council) or the lessor (the leasing company and includes an assessment.
- 7.5 From the 2022/23, CIPFA is adopting the new accounting standard IFRS 16 which means a significant change to how local authorities account for leases, particularly where the authority is the lessee. The fundamental change as a result of this new standard is that the distinction of operating or finance leases will be removed and all leases will be recognised in the Council's capital programme [akin to the current finance lease treatment], except low value (<£10k) and short term (< 12 months) leases which will be expensed to revenue [akin to the current operating lease treatment].
- 7.6 Therefore, notwithstanding the value for money aspect and decision in respect of the financing arrangements as outlined in 7.2 above, there are potential capital implications as a result of this proposal.
- 7.7 Table 2 in paragraph 4.19 above provides indicative capital requirements for future years. The amounts are based on like for like replacement at the end of normal useful life at last purchase price plus inflation. The capital requirements may increase depending on the ULEVs market as in indicated in 4.24 above.

#### Revenue Implications

- 7.8 In respect the affordability and funding implications, the revenue budget is where that assessment is made, in conjunction with the capital approval from within the capital programme, irrespective of whether the financing decision is to borrow for or lease the vehicles.
- 7.9 Where we opt to go down the lease purchase route (most purchases in the past have been on this basis), following physical delivery, the vehicles will be financed over a period of between 4 and 8 years reflecting the useful life of the assets. It is estimated that the annual revenue leasing cost of financing the £1.807m expenditure above will be £0.290m. This assumes that we will be able to secure similar lease terms for ULEVs to those for petrol and diesel vehicles. If funders assume that ULEVs to be higher risk (e.g. uncertainty about demand and battery life) then the leasing charge for these vehicles could be higher.
- 7.10 £0.081m of annual leasing commitments will be released when the leases for the replaced vehicles are terminated so this batch of vehicle replacements will increase the revenue leasing cost by £0.209m per year (£0.290 increase from additions less £0.081 saving from leases terminated). Due to the timing of replacement vehicles arriving being uncertain, an allowance of £0.050m has been allocated for the extension of leases on the old vehicles being replaced so that services can continue to operate should a delay in replacement occur.

- 7.11 This will be offset by a transfer of budget from other departments who have requested additional vehicles as part of the 2020/21 replacement programme of £0.049m and increases in SLA income from partner organisations of £0.148m. The net increase in revenue costs of £0.062m can be funded from the existing fleet leasing budget of £1.708m.
- 7.12 The 2021/22 replacement programme will replace circa 18 (11 Council and 7 partners) existing petrol/diesel cars and small/medium sized vans with ULEVs. Savings for the partner vehicles will flow to them and be reflected in the hire rates. For Council vehicles, these savings will flow to Fleet or user departments. Based on industry data, these have lower excise duty, maintenance and fuel costs but it is difficult to quantify until exact vehicles are known.
- 7.13 Within the replacement programme, provision is being made to replace 8 Facilities Management vehicles (Formerly NPS). However, it is unclear at this stage whether these vehicles will be required longer term. No procurement will take place until a full assessment of the need for these vehicles has been undertaken as they may not be required.
- 7.14 Full details are set out in Appendix A.
- 7.15 Table 2 above shows the impact on the revenue budget of the projected capital expenditure for the next five years. This shows that, if we are able to secure similar lease terms for ULEVs to those for petrol and diesel vehicles and we are able to continue to pass on the increases in leasing costs for partner organisations to them through the SLA arrangements, then there is sufficient revenue budget up to 2025/26. Further savings in other areas of the Fleet budget, e.g. repairs and maintenance will be required if vehicle costs are higher than projected due to Brexit or other factors.
- 7.16 Table 3 shows the additional capital and revenue cost if 25% of the replacement vehicles in future years are ULEVs. The figures assume that ULEVs will cost, on average, £11,050 more than the equivalent petrol or diesel versions. The projections show that £931,000 of additional capital expenditure will be required in the next 5 years. This will mean £190,000 additional revenue expenditure (to figures in Table 2). This will be offset by savings in operating costs or additional income from partners and the appropriate amount of budgets will be transferred from service budgets to the Fleet leasing budget so there should be no additional pressure on the revenue budget.
- 7.17 Additional capital expenditure may also be needed in future years to increase the number of charging points for electric vehicles to support the increasing size of the electric fleet.
- 7.18 Due to uncertainties around the profile of replacements in general and the changing position on ULEVs an update report should be presented annually to support the vehicle replacement plans for that and future years.



## Home to School Transport

7.19 Vehicles purchased by the Council are usually followed by sale and leaseback arrangements and in assessing the viability of bringing the Home to School Transport routes back in house, the cost of leasing back the vehicles have been built into the revenue costs.

7.20 The revenue costs of running the routes in house are shown in the table below:

	<b>2021/22</b>	<b>2022/23</b>
	<b>£</b>	<b>£</b>
Staffing Costs	152,933	269,400
Vehicle Costs	153,477	168,287
<b>New Costs</b>	<b>306,410</b>	<b>437,687</b>
Previous contractor costs	345,271	517,906
<b>Saving</b>	<b>38,860</b>	<b>80,219</b>
One off IT costs	30,000	

7.21 The table shows that there is a potential saving to the Council of £80,219 per annum. The 20 new vehicles can currently be kept at the Depot and therefore there are no additional costs associated with electric charging points or storage of vehicles during the day.

7.22 In order to bring more routes in house, an alternative site will need to be found to house the vehicles. Currently no suitable place has been identified and therefore costs associated with this have are not yet known. It is proposed to review the potential for bringing more routes in house in 2022/23, once these additional costs are known and can be included. A current projection (excluding these costs) is that there is a potential further saving of £125,000 if the other 43 routes were to be brought back in house.

7.23 Alternative uses for the vehicles is also still being explored which may allow the Council to reduce costs further in future years. Uses being considered include utilising the vehicles as taxi fleet/airport runs.

## **8. EMPLOYEE IMPLICATIONS**

8.1 Employees from user departments will be consulted along with management throughout the procurement process to assist in drawing up new vehicle specifications and assessing the suitability of vehicles. Demonstrator vehicles will be sourced to assist them where possible.

8.2 Training for new vehicles will be requested as part of the procurement process for operators and technicians. The new vehicles will have significantly different technology to those they are replacing and to ensure that employees can use and maintain them safely and efficiently sufficient familiarisation and training will be provided.

- 8.3 Older vehicles increase the pressure on drivers as there are less driver safety aids and they are more difficult to drive; this increases the chance of a collision. Collisions in council vehicles not only have an adverse effect on the drivers mental health as they are potentially subject to investigation and disciplinary action but also affects their personal vehicle insurance premiums as they have to, by law be declared. The risk of injury in collisions also has an impact on the absence rate of our employees, in turn impacting on service delivery.
- 8.4 Newer vehicles and ULEVs produce less carbon and particulate emissions – meaning that there is a reduction in risk to the operative’s health.

## 9. LEGAL IMPLICATIONS

- 9.1 Operating older vehicles could have an adverse effect on the Council’s Operators Risk Compliance Score (OCRS) due to the higher risk of them developing defects on the road and increased maintenance requirements. Barnsley Council could see action against the Operator Licence up to total revocation, meaning that the council would not be able to operate a large quantity of its fleet, impacting on the services that can be delivered.
- 9.2 If drivers are found to be using a defective vehicle they could also face personal including fines, penalty points and loss of license.

## 10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 The council’s livery is very distinctive in Barnsley and the vehicles are visible all over the borough, some of these vehicles drive down every street in the borough at least once a week. Greater consideration should be afforded to using vehicle sides to market the council’s key messages and priorities. It will be recommended that council departments routinely use this opportunity to promote the wider work of the council. The space could also be used to promote electric vehicles.

## 11. COMMUNICATIONS IMPLICATIONS

- 11.1 Communications are aware of the Vehicle Replacement Strategy and this report and will communicate as required. The further increase in ULEVs could be used as a positive marketing message for the council.

## 12. CONSULTATIONS

Position	Section(s) contributed to
Head of Commercial & Operational Service Support	All
Service Director – Environment and Transport	All
Procurement and Compliance Officer	App B & 1
Health, Safety and Emergency Resilience Advisor	19
Position	Section(s) contributed to
Communications and Marketing Manager	10 & 11
Technical Officer (Pollution Control)	4 & 16
HR Business Partner	8
Financial Analyst	4
Strategic Finance Manager	7
Transport and Depot Manager (Berneslai Homes)	

### **13. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK**

13.1 No Implications

### **14. PROMOTING EQUALITY, DIVERSITY AND SOCIAL INCLUSION**

14.1 No Implications

### **15. TACKLING THE IMPACT OF POVERTY**

15.1 No Implications

### **16. TACKLING HEALTH INEQUALITIES**

16.1 In its recently published Clean Air Strategy, the Government recognises that air pollution is the top environmental risk to human health in the UK, and the fourth greatest threat to public health after cancer, heart disease and obesity. Locally, in 2017, Public Health England estimated that 3.8% of all deaths in Barnsley in those aged 30+ were attributable to fine particulate air pollution.

16.2 Health can be affected both by short-term, high-pollution episodes and by long-term exposure to lower levels of pollution.

16.3 Emissions from road transport have been acknowledged as a significant source of poor air quality in the Borough. Improving air quality is therefore important in addressing local health inequalities, and replacement of older vehicles with newer less polluting ones will assist in reducing emissions, whilst also contributing to reducing air pollution concentrations within the Borough's air quality management areas, all declared due to the impact of traffic emissions.

### **17. REDUCTION OF CRIME AND DISORDER**

17.1 No Implications

### **18. RISK MANAGEMENT ISSUES**

18.1 All new vehicles will be insured by the council on the existing fleet policy.

18.2 Features will be included in the specifications of new vehicles where possible that will significantly reduce the chance of an avoidable collision, some of which are detailed in paragraph 19.2.

18.3 The new vehicles will also feature anti-theft technology such as immobilisers, alarms and drive lock systems where possible and necessary.

18.4 New vehicles will also all be fitted with telematics devices with the ability to track the location of the vehicle when it is driving, recording the last location it was parked and detect movement when the vehicle is not turned on should it be removed on a recovery vehicle.

18.5 Issues regarding the management of the Council's Operators licence and broader fleet risks are logged in the Operational Risk Register for Business Unit 6. The approval of this report and the subsequent investment in improvement vehicles will act as a significant mitigation against these risks.

## **19. HEALTH, SAFETY AND EMERGENCY RESILIENCE ISSUES**

19.1 New vehicles bring modern safety standards such as increased protection for occupants in the event of a collision and are designed to be friendlier for pedestrians in the event they are involved in an altercation with the vehicle. The current fleet of vehicles are of an age where they are not of the same safety standard as the replacement vehicles

19.2 The new vehicle specifications will include all relevant safety features. The following are examples of safety features that would be included and are intended to keep the council employees that will be the vehicles safe, prevent collisions and protect other people that encounter our vehicles:

- Visual and Audible seatbelt warning
- White sound reversing alarm
- Front radar detection systems with driver warning and auto braking
- Lane Departure warning
- Rear radar detection systems with driver warning and auto braking
- Colour 360 degree cameras, with recording capability and driver monitor
- Reversing sensors
- Front and rear beacons
- ABS
- Traction control systems
- Emergency stop buttons
- Work area lights
- On board weighing
- Manual handling aids
- Load securing devices

19.3 Before vehicles are procured the Fleet team will liaise with the user departments to establish their needs and ensure that the specification will fulfil them safely. Demonstrator vehicles will be sourced if possible before purchasing when required.

## **20. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS**

20.1 No Implications

## **21. CONSERVATION OF BIODIVERSITY**

21.1 No Implications

## **22. LIST OF APPENDICES**

Appendix A: Financial Implications

Appendix B: List of vehicles to be replaced

### **23. BACKGROUND PAPERS**

Fleet Vehicle Replacement Report (Cab.13.6.2018/14)

Vehicle Replacement Strategy (Cab.20.2.2019/10)

Vehicle Replacement Report 2019/20 (Cab.21.8.2019/7)

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

**Report author:** Jacob Finney



This page is intentionally left blank

## Report of the Executive Director Place

## FINANCIAL IMPLICATIONS

## Vehicle Replacement Programme 2020/21 - Critical Vehicles

i) <b>Capital Expenditure</b>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>	TOTAL
	£	£	£	£
Estimated cost of replacing fleet vehicles and equipment	1,807,000			1,807,000
Cost of Home to School Transport Fleet	524,000			524,000
	<b>2,331,000</b>	<b>0</b>	<b>0</b>	<b>2,331,000</b>
<b>To be financed from:</b>				
Revenue Leasing Budget	1,807,000			1,807,000
Home to School Transport leasing budget	524,000			524,000
<b>Capital funding gap</b>	<b>2,331,000</b>	<b>0</b>	<b>0</b>	<b>2,331,000</b>

ii) <b>Revenue Effects</b>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>
	£	£	£
Estimated new borrowing/leasing cost	82,800		0
Leases terminated as vehicles returned	-80,942		
Extension of Rentals	50,000		
Net increase from 2020/21 programme	207,075		
increase re: Home to School Transport	300,410	422,687	
<b>Total revenue expenditure</b>	<b>559,343</b>	<b>422,687</b>	<b>0</b>

**To be financed from:**

Transfer from other Departments	48,836		
Increases in SLA income from partners for the increases in capital costs of replacement vehicles	148,145		
Existing leasing budget within Fleet	61,952		
Saving on Contractor Costs	300,410	422,687	
<b>Sub-total</b>	<b>559,343</b>	<b>422,687</b>	<b>0</b>

<b>Impact on Medium Term Financial Strategy</b>	<u>2021/22</u>	<u>2022/23</u>	<u>2023/24</u>
	£	£	£
None with this report			
<b>Revised Medium Term Financial Strategy</b>	<b>0.000</b>	<b>0.000</b>	<b>0.000</b>

Agreed by: ..... D Greaves ..... On behalf of the Service Director and Section 151 Officer -Finance

This page is intentionally left blank

Reg.No	Type	Department	Years In Service	Initial Lifespan	difference	Estimated Replacement Cost based on capital purchase price	Replacement Cost	ULEV	ULEV Price	Replace
YJ14GWW	Minibus (7 Seater)	Adult & School Transport								NOT TO BE REPLACED IN THIS YEAR
YJ14HGN	Minibus (6 Seater)	Adult & School Transport								NOT TO BE REPLACED IN THIS YEAR
LJ14BPX	Minibus (16 Seater)	Adult & School Transport								NOT TO BE REPLACED IN THIS YEAR
LJ14BSY	Minibus (16 Seater)	Adult & School Transport								NOT TO BE REPLACED IN THIS YEAR
YD13KBK	Car	Highways	8.0	5.0	3.0	£30,658.38	£17,000.00	Y	£15,000.00	£32,000.00
THEONE	Civic Car	Mayoral Support								NOT TO BE REPLACED IN THIS YEAR
YR63BZH	Civic Car	Mayoral Support	8.0	5.0	3.0	£23,224.25	£45,000.00	Y	£30,000.00	£75,000.00
YE56VLX	Panel Van (Small)	Transport Services (Pool)								NOT TO BE REPLACED IN THIS YEAR
YP07XME	Panel Van (Small)	Transport Services (Pool)								NOT TO BE REPLACED IN THIS YEAR
YS07LND	Panel Van (Small)	Transport Services (Pool)								NOT TO BE REPLACED IN THIS YEAR
EA63OGJ	Panel Van (Medium)	Transport Services (Workshop)	8.0	5.0	3.0	£23,063.52	£35,000.00	Y	£10,000.00	£45,000.00
FG54TXM	Minibus (16 Seater)	Youth Services								NOT TO BE REPLACED IN THIS YEAR
YJ08CFM	Minibus (16 Seater)	Youth Services								NOT TO BE REPLACED IN THIS YEAR
YR11TWK	Pickup (Light/C.Cab)	Youth Services								NOT TO BE REPLACED IN THIS YEAR
YN66JCV	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£19,290.65	£25,500.00			£25,500.00
YN66JCX	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£19,290.65	£25,500.00			£25,500.00
YN66JCY	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£19,290.65	£25,500.00			£25,500.00
YP66SWF	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£16,447.28	£25,500.00			£25,500.00
YP66SWW	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£18,560.78	£25,500.00			£25,500.00
YP66SXA	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£18,560.78	£25,500.00			£25,500.00
YP66SXC	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£16,928.00	£25,500.00			£25,500.00
YR66HDY	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,735.24	£25,500.00			£25,500.00
YT66KBU	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,271.76	£25,500.00			£25,500.00
YT66KBV	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,271.76	£25,500.00			£25,500.00
YT66KBX	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCA	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCF	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCG	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCJ	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCK	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCN	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCO	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCU	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCV	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCX	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,777.84	£25,500.00			£25,500.00
YT66KCY	Panel Van (Medium)	Berneslai Homes (Construction)	5.0	5.0	0.0	£15,735.24	£25,500.00			£25,500.00
YR66VRP	Panel Van (Small)	Berneslai Homes (Construction)	5.0	5.0	0.0	£12,052.42	£23,000.00	Y	£10,000.00	£33,000.00





Reg.No	Type	Department	Years In Service	Initial Lifespan	difference	Estimated Replacement Cost based on capital purchase price	Replacement Cost	ULEV	ULEV Price	Replace
YS67VDF	Panel Van (Medium)	Formerly NPS/Facilities Management	4.0	4.0	0.0	£16,166.83	£23,000.00	Y	£10,000.00	£33,000.00
YS67VDG	Panel Van (Medium)	Formerly NPS/Facilities Management	4.0	4.0	0.0	£16,166.83	£23,000.00	Y	£10,000.00	£33,000.00
YS67VDJ	Panel Van (Medium)	Formerly NPS/Facilities Management	4.0	4.0	0.0	£16,166.83	£23,000.00	Y	£10,000.00	£33,000.00
							<b>£1,586,000.00</b>		<b>£221,000.00</b>	<b>£1,807,000.00</b>
<b>Home to School Transport</b>										
NEW	VW Crafter 9 Seats	Home to School Transport	N/A	N/A	N/A	N/A	£37,100.00			£37,100.00
NEW	VW Crafter 9 Seats	Home to School Transport	N/A	N/A	N/A	N/A	£37,100.00			£37,100.00
NEW	VW Crafter 9 Seats	Home to School Transport	N/A	N/A	N/A	N/A	£37,100.00			£37,100.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Transporter Shuttle	Home to School Transport	N/A	N/A	N/A	N/A	£25,300.00			£25,300.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00			£15,000.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00			£15,000.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00	Y	£11,100.00	£26,100.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00	Y	£11,100.00	£26,100.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00	Y	£11,100.00	£26,100.00
NEW	VW Golf	Home to School Transport	N/A	N/A	N/A	N/A	£15,000.00	Y	£11,100.00	£26,100.00
							<b>£479,600.00</b>		<b>£44,400.00</b>	<b>£524,000.00</b>

This page is intentionally left blank