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MEETING:	Overview and Scrutiny Committee - Strong and Resilient Communities Workstream
DATE:	Tuesday, 1 December 2020
TIME:	2.00 pm
VENUE:	Held Virtually

AGENDA

Strong & Resilient Communities Workstream

Councillors Bowler, Carr, Ennis, Fielding, Higginbottom, Johnson, Leech, McCarthy, Phillips, Stowe, Wilson, and Wraith.

Administrative and Governance Issues for the Committee

1 Apologies for Absence - Parent Governor Representatives

To receive apologies for absence in accordance with Regulation 7 (6) of the Parent Governor Representatives (England) Regulations 2001.

2 Declarations of Pecuniary and Non-Pecuniary Interest

To invite Members of the Committee to make any declarations of pecuniary and non-pecuniary interest in connection with the items on this agenda.

3 Minutes of the Previous Meetings (Pages 5 - 18)

To note the minutes of the previous meetings of the Committee held on the following dates:-

Special meeting to consider the Call in of Cabinet Decision held on 26th October, 2020 (Item 3a attached)

People Achieving Their Potential Workstream held on 3rd November, 2020 (Item 3b attached).

Overview and Scrutiny Issues for the Committee

4 Barnsley Metropolitan Borough Council's (BMBC's) Sustainable Energy Action Plan (SEAP), Zero Carbon Engagement, Governance and Delivery Proposals (Pages 19 - 48)

To consider a report of the Executive Director Core Services and the Executive Director Place (Item 4a attached) in respect of BMBC's Sustainable Energy Action Plan (Item 4b attached).

5 Road Safety in Barnsley (Pages 49 - 62)

To consider a report of the Executive Director Core Services, the Director of Public Health and Executive Director Place in respect of Road Safety in Barnsley (Item 5 attached).

Enquiries to Anna Marshall, Scrutiny Officer Email scrutiny@barnsley.gov.uk

To: Chair and Members of Overview and Scrutiny Committee:-

Councillors Ennis OBE (Chair), Bowler, Carr, T. Cave, Clarke, Felton, Fielding, Frost, Gillis, Gollick, Green, Daniel Griffin, Hand-Davis, Hayward, Higginbottom, Hunt, W. Johnson, Leech, Lofts, Makinson, McCarthy, Mitchell, Newing, Noble, Phillips, Pickering, Richardson, Smith, Stowe, Sumner, Tattersall, Williams, Wilson and Wraith MBE together with Statutory Co-opted Member Ms. G Carter (Parent Governor Representative)

Electronic Copies Circulated for Information

Sarah Norman, Chief Executive

Shokat Lal, Executive Director Core Services

Rob Winter, Head of Internal Audit and Risk Management

Michael Potter, Service Director, Business Improvement and Communications

Martin McCarthy, Service Director, Governance, Members and Business Support Press

Witnesses

Item 4: 2pm

Paul Castle, Service Director, Environment & Transport, Place Directorate, BMBC

Richard Burnham, Head of Housing & Energy, Place Directorate, BMBC

David Malsom, Group Leader, Housing & Energy, Place Directorate, BMBC

Cllr Chris Lamb, Cabinet Spokesperson - Place (Environment and Transportation)

Item 5: 2:45pm

Paul Castle, Service Director, Environment & Transport, Place Directorate, BMBC

Matt Bell, Head of Highways & Engineering, Place Directorate, BMBC

Diane Lee, Head of Public Health, BMBC

Phil Ainsworth, Public Health Senior Practitioner, BMBC

Cllr Chris Lamb, Cabinet Spokesperson - Place (Environment and Transportation), BMBC

Cllr Andrews, Cabinet Spokesperson for Public Health, BMBC

Cllr Dave Leech, Barnsley Councillor and Chair of SYSRP

Joanne Wehrle, Safer Roads Manager, SYSRP

Superintendent Paul McCurry, South Yorkshire Police

Inspector Jason Booth, South Yorkshire Police

MEETING:	Overview and Scrutiny Committee - Special Meeting to Consider the Call In of a Cabinet Decision
DATE:	Monday, 26 October 2020
TIME:	10.00 am
VENUE:	Held Virtually

MINUTES

Present

Councillors Ennis OBE (Chair), Carr, T. Cave, Clarke, Fielding, Gillis, Daniel Griffin, Hayward, Higginbottom, Hunt, W. Johnson, Leech, Lofts, Makinson, McCarthy, Noble, Pickering, Richardson, Stowe, Sumner, Tattersall, Williams, Wilson and Wraith MBE

Also in attendance: Councillors Greenhough, Lodge and Kitching

1 Apologies for Absence - Parent Governor Representatives

No apologies for absence were received in accordance with Regulation 7(6) of the Parent Governor Representatives (England) Regulations 2001.

Ms G Carter (Parent Governor Representative) did attempt to attend the meeting but was unable to do so due to technical difficulties.

2 Declarations of Pecuniary and Non-Pecuniary Interest

Councillor Lofts declared a non-pecuniary interest in minute No 3 (Call-in of the Cabinet Decision regarding the Award of the A628 Dodworth Road/Broadway Junction Main Civil Works Contract) in view of his membership of the Friends of the Earth.

3 Call-In of the Cabinet Decision regarding the Award of A628 Dodworth Road/Broadway Junction Main Civil Works Contract (Cab.07.10.2020/11)

The Chair welcomed Members to the meeting and set out the relevant constitutional guidance under which the meeting would be conducted.

In accordance with the Council's Standing Order 25 (2), Councillors Fielding and Kitching were permitted to speak at the meeting, but not submit a motion or vote.

A report of the Executive Director Core Services was received in respect of the call-in request of a Cabinet decision regarding the Award of the A628 Dodworth Road/Broadway Junction main Civil Works Contract.

It was noted that the Cabinet had resolved:

- (i) that the progress of the delivery of the approved A628 Dodworth Road / Broadway Junction Improvement scheme (Cab.25.07.2018/15), as detailed in the report submitted, be noted;

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

The reasons for the call-in were set out in detail by the proposing Member Cllr Fielding.

In summary, it was suggested the objecting Members, including Councillors Greenhough, Lodge, Lodge and Kitching felt that in the current uncertain financial climate, the course of action required to prudently manage the spiralling costs of this project needed to be given further consideration. In particular it was suggested that:

- 1 The information presented to Cabinet regarding estimates, project management and financial management was incomplete, inaccurate and misleading and prevented the Cabinet from fully scrutinising the reasons for the increase in costs;
- 2 No alternative approaches to financing the overspend were considered or presented to Cabinet
- 3 No consideration had been given to the effects of the COVID-19 pandemic on traffic volumes and patterns to enable the need to complete the scheme at this time to be properly assessed

Councillor Fielding then went on to outline recommended alternative courses of action to that proposed by Cabinet. In summary:

- A to carry out a full Internal Audit of events, including estimates, cost increases, financial reporting and authorisation and to additionally report on the value for money of the cost of the scheme;
- B to appraise the advice received from external consultants to assess whether any wrong advice contributed to the increases in costs and seek financial redress accordingly; and
- C to suspend the project pending a further review of the changes of traffic volumes and patterns due to the COVID 19 pandemic and use the remaining project capital to restore the green space to public use pending the review OR to fund the remainder of the project from savings in the existing Capital Programme and/or seek additional external funding sources

In making his presentation Councillor Fielding presented further detailed information

- to support the justification for the call-in;
- highlight concerns about the rising costs of the project, the exclusion of foreseeable expenditure from the original estimates particularly in relation to noise insulation and ground stabilisation works and the use of Capital Reserves; and
- support the suggested alternative options

The Chair thanked Councillor Fielding for his detailed presentation and welcomed the following witnesses to the meeting and invited them to respond:

Matt Gladstone – Executive Director Place
 Rachel Allington – Major Projects Group Leader
 Ian Wilson, Group Manager – Highways and Engineering
 Andrew Jones – Principal Engineer, Highways Design
 Mark Bell – Strategic Finance Manager
 Joe Jenkinson – Head of Planning, Policy and Building Control
 Councillor Lamb – Cabinet Member for Place (Environment and Transport)
 Councillor Sir Steve Houghton CBE – Leader of the Council

Matt Gladstone opened the witness statements and made particular reference to the following:

- the report presented to Cabinet provided an update on progress of the scheme, sought approval to award the Civil Works Contract together with additional funding required to support the delivery of the project including cost increases.
- He reminded the Committee of the rationale for and background to the project which was designed to meet current as well as projected future demand (as also detailed within the Local Plan)
- The scope of the project had widened in relation to landscaping, noise insulation works, ground stabilisation works and extensive security works and the reasons for this were referred to
- In relation to the specific call in points:
 - A detailed explanation was provided about the background to the development of the project and the seeking of planning permission.
 - A financial appendix had been provided as required and the report outlined in detail the funding arrangements which also included grant aid from the Sheffield City Region.
 - The way in which estimates for the scheme had been calculated was outlined. Reference was also made to the way in which estimates for the additional works, with comparisons to the original budget estimates, had been calculated. Information was also provided on the way in which funding had been utilised together with the rationale for the request for additional finance of £3.05m
 - Whilst the report had been considered in private by Cabinet due to commercial sensitivities, a redacted version had been provided so as to provide as much transparency as possible
 - A requirement of the grant funding from the Sheffield City Region was that all cost overruns or increased delivery budgets had to be borne by the authority, hence the reason for the request for additional finance. This had also been built into the Medium-Term Financial Strategy

- Reference was made to the traffic modelling that had taken place which had informed the development of the approved project. Whilst this scheme utilised more of the green space within the area, it did not result in the demolition of properties and was designed to meet greater future demand including the possible expansion of Horizon Community College as well as the development of a further 600-900 place school in the area
- In relation to the impact of COVID 19, whilst there had been an initial reduction in traffic volumes to approximately 35% of 'normal' at the time of lockdown, this had now increased to 90%. On that basis, the completion of the scheme was still needed to cope with current and future growth aspirations in line with the approved Local Plan

The Chair then invited Members of the Committee and 'objecting Members' to ask appropriate questions.

In the ensuing discussion, the following matters were raised, and answers were given to Members questions where appropriate:

- Responses to Committee Members questions
 - In the event that the project did not go ahead, the Authority would have to repay the £2m secured from the Sheffield City Region as part of the non-completion of the scheme. In addition, the Authority would have to reinstate the land to its former condition at a cost of approximately £250,000 - £500,000 dependent upon the scope of the reclamation works required. In addition, the Authority was striving to obtain additional grant funding towards the cost of the footbridge, a complementary scheme to the main scheme, and any grant funding obtained would, therefore, be lost
 - It was suggested that the Council had reached a point of no return, as to reinstate the Park to its original condition would mean that the Council had spent up to £7m for no benefit. This view was shared by the Executive Director Place particularly in view of the potential impact on future growth aspirations for the borough
- Responses to 'Objecting Members' Questions
 - Concern was expressed as to where the additional £3.05m now sought would leave the Council's Reserves position particularly as these appeared to be dwindling. Reference in this respect was made to the Council's Capital Reserves position in relation to the Glassworks project and to the potential for a No-Deal Brexit which would also impact on those reserves. Questions were asked, therefore, about the current position with regard to those reserves and whether, following release of the additional money sought, whether the Council's Reserves were sufficient and whether or not this was a prudent approach to take. The Executive Director Place commented that this funding would be sought from Capital and not Revenue. The Council had an excellent track record around financial health and resilience, but it was also acknowledged that COVID would have an impact on the Council's finances. The Council had reserves in place and was prudent in their use. The Council was also working with the Sheffield City

Region and other organisations and bodies in order to lever in additional finance. The Council was not overly concerned about its current position with regard to Capital Reserves

- Given that the costs of this project had increased by £3.05m over the original estimate, questions were asked as to how confident the Council could be about the impact on the Capital Budget of a global pandemic. It was noted that the original estimates for this scheme had been produced in 2017/18 which had included a contingency budget for unforeseen issues. It was felt that a robust process was in place both to build and manage those budgets as well as the contingency, particularly as estimates transpired into actual costs. It was also reported that there was over £22m in unused/unallocated reserves which meant that the Authority was in a very strong Capital Reserves position
- Within the context of a changing world and increased costs, a question was asked as to what level of cost the project would become unviable. The Executive Director Place stated, however, that it was very clear that this scheme was still needed. He accepted that the COVID pandemic had significantly impacted on traffic volumes, but these had pretty much reverted back to 'normal' levels. This was expected to continue given the expanding economy, the inward investment and the potential growth around the M1 corridor. Congestion was expected to continue and, therefore, the scheme was viewed as being essential. In relation to the M1 Junction 37a which had been reported in the Transport for the North document, this was a longer-term aspiration and no details had been received from Highways England or from Transport for the North. This current scheme was still viable and needed to progress
- The Sheffield City Region had required a robust business case and there had also been an equally robust appraisal process. This had been undertaken independently. The business case had demonstrated the need for the scheme including the benefits that would be provided. The project was also about unlocking current and future growth aspirations and capacity both for the borough and the Sheffield City Region
- In response to questions about the 'upper level' cost at which the scheme could be considered unviable, the Executive Director Place commented that the Authority had tested the market and the awarding of the contract was at the cost stated, accepting that contingencies had been built in for unforeseen issues. It was not anticipated that there would be any further significant increase in costs. Arising out of this, the Group Manager, Highways and Engineering commented on the form of contract that had been utilised on this project which also allowed the contractor to provide cost saving benefits to both the contractor and the Council. He also commented on the nature of Civil Engineering works which would always mean that unexpected issues were identified. It was important, however, to recognise that the scheme unlocked potential development sites which was another benefit emanating from the project. This would assist in the regeneration of the borough

- Questions were asked about any lessons learned that would benefit future highways schemes. It was noted that this particular scheme had been drawn together and costed without the benefit of planning permission or the additional elements that had subsequently been required. What was difficult, however, was that there was a need to ensure that there was no pre-emption of the Cabinet or planning decisions and, therefore, on-site in-depth investigations couldn't be undertaken until July 2019 and this had a cost implication. Perhaps the Service could have gone on site earlier, but this would have pre-empted a planning application and decision which the Council would not normally want to do, but further discussion could be undertaken as to whether or not this was appropriate.
- Arising out of the above and in relation to the professional management of the scheme, it was reported that the original estimates had been obtained following a desk top exercise in order to obtain grant funding from the Sheffield City Region. It had always been known that there would be additional costs above that, and this had been reported to Members with contingency being placed in the schemes to cover such outcomes. This had been done correctly step by step by the professional officers concerned. In terms of getting on site and undertaking in depth investigation into possible further costings, this would have had to be undertaken before the planning application had been considered. In such circumstances the Council could have been criticised. In terms of finance, the Council had sufficient Capital Reserves to cope with this scheme, the impact of COVID, as well as any other capital schemes. With regard to the financial and engineering management, the scheme was just as valid today as when it had originally been designed. Indeed, its validity was even more vindicated given that in the middle of a pandemic the traffic volumes within the area were at 90% of 'normal' and this was anticipated to be at 100%+ once 'normality' returned
- Arising out of the above, Councillor Fielding stressed that the 'objecting' Members were in no way questioning the professional management of the scheme or the officers concerned, they were merely questioning the processes around the scheme costs and development
- Clarification was sought as to whether this would be the final request for additional money in order to complete the scheme and questions were asked if there were any other schemes funded via the Sheffield City Region that had been under-estimated that might result in a request for further funding from Capital Reserves. The Executive Director commented that the authority had underspent on City Region Schemes. On this particular scheme, however, as previously reported, there was scope for the target price to decrease and to offer up cost savings. The major area where the costs had increase, had occurred in relation to the ground stabilisation works which had now been completed. There were, therefore, no other contracts to procure
- Clarification was sought about the claw-back provisions of the Sheffield City Region Grant. It was stated that 100% of any grant obtained would have to be paid back. This would be approximately £2m should the scheme not go ahead

- Questions were asked as to why the Cabinet had not discussed alternative options including funding options other than utilising Capital Reserves. The Executive Director Place stated that there were a number of thoughts as to what aspects of the scheme could be excluded in order for costs to be reduced (reduced landscaping/security etc), however, on balance it was felt that these should be included and, therefore, a number of alternatives had indeed been explored. The view of the Finance Service was to allocate the £3.05m as part of the Medium-Term Financial Strategy. Reference was made to the way in which schemes were prioritised and to the advice of the Section 151 Officer, particularly in relation to the use of reserves. These reserves and their use were externally audited and assessed in terms of CIPFA requirements. He felt that the alternatives had been examined closely but, in addition, it was important to ensure that the planning conditions were met. The market had been tested and no additional finance would have been forthcoming from the Sheffield City Region. The Leader commented that he had already sought advice as to alternative funding sources, but all other options had been closed off.
- Arising out of the above, reference was made to the way in which the Council utilised savings from other Capital Schemes in order to build up the Capital Reserves pot. A strategic view was then made as to where this finance should be allocated
- An explanation was given as to the reasons for the redactions to the report which was because of commercial sensitivity in relation to the winning tender price for the Civil Works Contract. It would be unredacted following the completion of the procurement and legal processes

The Chair thanked Members of the Committee and 'objecting' Members for their questions, and Officers and the Leader of the Council for their responses.

Closing Statements were then invited by the Chair.

Councillor Fielding thanked both Members and officers for attending the meeting and for answering questions. He didn't feel, however, that the concerns expressed in the call-in had been fully addressed. The concerns around escalating costs and why these had not been brought to the Council's attention earlier had not been satisfactorily answered. He felt he had presented a fairly clear case as to why it would have been expected to see some costs for the ground stabilisation works included, as he felt it was self-evident that time that ground stabilisation was needed. He accepted that the extent of the ground stabilisation couldn't have been foreseen fully until the intrusive investigation had been undertaken. What he also cast doubt on was that it wasn't possible to do that intrusive work prior to the bids being submitted so that there was a better reflection of the costs. It was normal practice on most development sites that when planning applications were submitted, they were accompanied by the results of intrusive investigations and he was sure that this could not be seen as predetermining any planning application. He felt, therefore, that these investigations could have been undertaken earlier as in fact they had been for the footbridge scheme.

He was not satisfied that a better approach could not have been made about estimating costs and the funding required. Similarly, the noise insulation scheme

was a statutory requirement and had been referred to prior to the first Cabinet report as was the need for security. He still, therefore, felt that there was a strong case for having some sort of audited investigation into how the costs were arrived at, how the scheme was managed throughout and why issues hadn't been brought to the Council's attention earlier. This would enable lessons to be learned for the future.

Matt Gladstone, Executive Director Place commented that the completion of this scheme was a fundamental requirement to provide sufficient capacity to meet current and future projections for the borough. For the reasons discussed today, he felt the need to ask Cabinet to release the additional £3.05m for the award of the contract which would enable the Civil Works to be completed. As outlined, this was a target price for the contractor, the market had been tested in the current climate and as demonstrated, the COVID impact on travel levels had bounced back up to 90% of 'normal' and it was, therefore, critical that the scheme progressed.

RESOLVED that the Scrutiny Committee supports the Cabinet's original decision, this decision stands and can be implemented from the date of this meeting.

Chair



MEETING:	Overview and Scrutiny Committee - People Achieving Their Potential Workstream
DATE:	Tuesday, 3 November 2020
TIME:	2.00 pm
VENUE:	VIRTUAL

MINUTES

Present Councillors Ennis OBE (Chair), Carr, T. Cave, Fielding, Frost, Daniel Griffin, Hayward, W. Johnson, Makinson, Mitchell, Newing, Tattersall and Williams

1 Apologies for Absence - Parent Governor Representatives

No apologies for absence were received in accordance with Regulation 7(6) of the Parent Governor Representatives (England) Regulations 2001.

2 Declarations of Pecuniary and Non-Pecuniary Interest

Councillor Newing declared a non-pecuniary interest in Minute number 4 as she works for the NHS. There were no further declarations of pecuniary or non-pecuniary interest.

3 Minutes of the Previous Meeting

The minutes of the meeting held on 13th October were received. The minutes of the 'Call in' Meeting of the Committee held on the 26th October, 2020 will be published on the website in draft once prepared and will be submitted for noting to the meeting to be held on the 1st December, 2020.

4 Public Health and Covid 19

Members were invited to consider a report of The Director of Public Health, and the Executive Director, Core Services. The aim of this report was to inform the Overview and Scrutiny Committee (OSC) about the Public Health approach to COVID-19 in Barnsley. The report provided an overview of the role of the Public Health Team and current knowledge about COVID-19, described measures to prevent and manage COVID-19 in Barnsley; work to identify and mitigate the impact of COVID-19 together with a summary of ongoing challenges and future plans.

The following witnesses were welcomed to the meeting:-

Julia Burrows, Executive Director - Public Health, BMBC
 Carrie Abbott, Service Director, Public Health & Regulation, BMBC
 Alicia Marcroft, Head of Public Health (Children and Young People), and Head of Service Public Health Nursing, BMBC
 Helen Watson, Public Health Registrar, BMBC
 Dr Kirsten Vizor, Public Health Registrar, BMBC

Dr Andrew Snell, Public Health Consultant, Barnsley Hospital NHS Foundation Trust

The Executive Director of Public Health, BMBC, reminded Members of the Committee of the gravity of the situation and the challenges it presents. Dr Andrew Snell delivered a brief but bleak presentation, reporting that in England we are now seeing between 50,000-100,000 new cases daily. The Barnsley case rate stood at around 496 for the 7 days to 28th October and remains high across the Borough. The spread of COVID-19 in Barnsley has been across all of Barnsley, affecting all areas, all ages and all groups. This is ahead of, but similar to, the regional and national situation and serves as a reminder that everyone has a part to play in reducing transmission and harm. It is anticipated that a multiple burden will be seen throughout the winter, not least because of indirect harm and other challenges such as unemployment (particularly amongst young people); impact on the BAME communities and those with less secure financial situations and/or physical and mental health problems.

In the ensuing discussion, and in response to detailed questioning and challenge the following matters were highlighted:

TESTING AND CONTACT TRACING

Members expressed concern at the perceived inadequacy of the current testing and contact tracing systems. Members were reassured that the local testing capacity has now increased. Turn-around times for testing are improving (with a mean time of 39 hours) with some test results back within 24 hours. A local testing system was introduced at the end of August to complement the national service, however there is no local access point for local testing facilities, and the national portal and national booking system must be used. The recently increased capacity means that the additional tests are now showing as available.

A live follow up service from 26th October is geared up to contact and support local people with Covid-19 and also picks up those 'lost' by the national service. A new text messaging service starts tomorrow (4th November 2020) and will include emails, calls and visits to positive cases, offering support and advising on isolation. In addressing concerns about people not engaging with the follow up service, it was noted that West Yorkshire found that a local person/local phone call is more effective (than national calls) and helps to reassure people that this is not a scam. Text messages sent out to Barnsley residents will include the phone number of the follow up system so that residents know who they are being contacted by.

Some older people may not have access to smartphones and apps (and therefore the NHS Covid-19 app). There is no failsafe mechanism for contacting everybody and keeping them informed but attempts are made to communicate in many formats. People are asked to leave details when at a restaurant/workplace etc. and businesses are obliged to collect information for track and trace purposes.

Antibody testing was available for NHS and social care staff as part of a study. However, it was reiterated that antibody testing is not useful for behaviour change, which is the best way to tackle the virus. Nonetheless, national research is underway to explore antibodies and vaccine development, which cannot be done locally.

CARE HOMES

74 care homes in Barnsley are supported. There is individual support for care home managers and weekly meetings with SWYFT, Barnsley Hospital and social care to find out challenges, concerns and provide guidance. There is also a weekly bulletin to answer any questions. The infection prevention and control offer comprises training for staff and managers on everything from correct use of PPE to self-swabbing. There is also support from Public Health England during care home outbreaks. It was confirmed that there are no shortages of PPE. Equipment can be obtained locally and through the national portal.

STAFF

It is important that the wellbeing of all staff is supported. A mental health first aid training programme has been commissioned by Human Resources together with a 24hr support number for staff as part of the employee assistance programme. Managers are recommended to have regular 1:1 meetings with staff and there is a whole range of mental health and befriending services. There is a balance to be struck to ensure that mental health services are not overwhelmed due to Covid-19. Many people will have suffered hidden harm throughout the pandemic due to non-Covid conditions. After the early peak, recovery for non-Covid illnesses progressed well.

HEALTH IMPACTS

The longer-term impacts of 'long Covid' in Barnsley are not yet known and are dependent on national research. Intelligence will develop over time - there is a need to monitor those who have tested positive and continue to seek medical advice going forward.

It was reported that the number of new infections and the number of patients in hospital is now higher than in the April peak. The hospital is now very busy and it is challenging to manage the level of demand. There are clear plans across the region to manage hospital capacity. The hospital will be able to provide exact figures around capacity. There are huge pressures on all health services at the moment. GPs are frustrated at not being able to see patients but have tried to shift to a mix of phone calls/video calls and visits where possible. It is likely that this challenge will grow again as winter approaches.

A multi-agency Outbreak Control Board was established in June and is continuously developing and monitoring the Outbreak Control Plan, which is a legal requirement.

Members expressed concern that cancer and non-cancer screening and inoculation programmes will have been affected by the pandemic. It was explained that it is unclear how the latest lockdown will impact, although some screening programmes have continued throughout the summer. The Health Protection Board meets tomorrow and the situation will be updated. Barnsley is part of a wider South Yorkshire Screening and Immunisation Oversight Group (SIOG) and is in regular contact with NHS England and local colleagues. It was highlighted that the influenza vaccination programme is now more important than ever. Barnsley had unprecedented levels of early demand for the flu vaccine, which initially led to appointment delays. However, Barnsley has sufficient NHS funded vaccine for all

those in eligible groups and is leading across South Yorkshire in terms of uptake, which is closely monitored.

Members expressed concern around oral health worsening due to lack of availability of dental services. Members were reassured that the oral health of children has always been a priority and some improvements have been seen. Prevention is more important than dental services and the good oral hygiene message continues to be shared as far as possible, although some nursery toothbrushing clubs have been impacted by the pandemic.

Some hospitality and leisure businesses in Barnsley are aggrieved that although they were fully Covid-19 compliant and had no reported infections they have had to close. It was reiterated that unfortunately it is not possible to pinpoint the source of some infections and no businesses can be 100% sure that their workplace is free from Covid-19 transmission. Any social mixing is a risk, as this is where transmission takes place. When positive test information is received, this is carefully examined on a daily basis and followed up by Regulatory Services when appropriate. Previous clusters have been linked to workplaces and work with Public Health England takes place to make sure nothing is missed.

Numbers of people who may be asymptomatic are not known unless they are tested - population estimates vary from 4% to 50% asymptomatic. People are at their most infectious level 2 days before they develop symptoms (presymptomatic). There may be as many as 1 in 40 people with coronavirus, hence the need to act as though everyone has it and follow the guidelines to minimise risk. Members were aware of instances where parents picking children up from school were not observing the 2-metre rule and were urged to reinforce this message wherever possible.

A vaccine is anticipated maybe early in the new year. This will need to be distributed as quickly as possible and will pose a huge logistical challenge. It is likely to be prioritised, with the most vulnerable and NHS and key workers first. Talks are underway with NHS England colleagues and the Local Resilience Forum as to what a mass vaccination plan would look like.

RESOLVED that

- (i) Witnesses be thanked for their attendance and contribution, and
- (ii) Figures relating to hospital capacity should be obtained and shared with the Committee
- (iii) A Member requested the email contact information to be involved in a research project into Covid drug trials.
- (iv) Feedback to be provided on access to GP appointments during lockdown and to what extent appointments are being done by video calls or face to face.

Chair

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Item 4a

Report of the Executive Director Core Services,
and the Executive Director Place,
to the Overview & Scrutiny Committee (OSC)
on 1 December 2020

Barnsley Metropolitan Borough Council's (BMBC's) Sustainable Energy Action Plan (SEAP), Zero Carbon Engagement, Governance and Delivery Proposals

1.0 Introduction

- 1.1 The purpose of this report is to inform the Overview & Scrutiny Committee (OSC) of BMBC's Sustainable Energy Action Plan (SEAP) (Item 4b) which sets out the Council's ambitions for Zero40 and Zero45 and how it plans to achieve these targets through engagement, the adoption of key principles and partnership working.

2.0 Background

- 2.1 In July 2019, the Overview & Scrutiny Committee were presented with a report on energy efficiency and pollution reduction which highlighted the Council's current Energy Strategy 2015-25 and progress towards targets, including wider but linked activity around the themes of affordable warmth, air quality and moving towards a zero carbon borough by 2050.
- 2.2 In September 2019, a report was presented to Cabinet recommending that the Council declare a Climate Emergency; develop a funded five-year Strategic Energy Plan (SEAP); and establish a Feasibility and Enabling Fund to facilitate project development.
- 2.3 As a result, BMBC declared a Climate Emergency and set a target for the Council to be zero carbon in its operations by 2040 and for the borough to be zero carbon by 2045. This was a response to growing concern about an imminent climate crisis, as set out in the Intergovernmental Panel on Climate Change (IPCC) report that said the global rise in temperature needed to be contained to 1.5c above pre-industrial levels, and government setting a target of zero carbon by 2050.
- 2.4 A further report to Cabinet in 2020 recommended that these targets be redefined as 'net zero' targets, aligning the Council with government ambitions, meaning that carbon will be reduced as far as possible with any remaining carbon being offset.
- 2.5 The report also set out the approach to developing measures to deliver the Council's net zero carbon initiatives through the Sustainable Energy Action Plan.

3.0 Current Position & The Impact of COVID 19

- 3.1 The Council has already exceeded the previous target to reduce carbon emissions by 30% from the 2012/13 baseline. In fact, it has reduced its carbon emissions by nearly 40%.
- 3.2 Achievements so far:-

- the Council already generates 22% of its total energy consumption via renewables, which is also ahead of the target. This has been done via the use of biomass boilers and solar PV
- 75mgw per hour of electricity is produced from wind power to provide energy across the borough
- over the last four years, 33,000 streetlamp bulbs have been replaced with LED units and reduced carbon emissions permanently by 7,100 tonnes
- Energise Barnsley is the largest authority and community energy rooftop solar PV and battery storage project in the UK. As a result, Energise Barnsley have recently been awarded funding to develop a solar PV scheme to five of the largest schools in the borough
- the Local Plan has ambitious targets around increasing biodiversity and it identifies how housing with reduced carbon emissions can be delivered at scale by developers
- 16 low carbon homes are in the process of being built in the borough
- Berneslai Homes currently support 700 homes with solar PV, nine biomass boilers and eight ground source heating schemes
- less than 3% of the borough's waste is sent to landfill. Black bin waste is reused to generate electricity across the region and even the waste from this process is reused in road construction materials
- over the next couple of months, over 30 electric vehicles will join the Council's fleet
- over 20 miles of active travel routes have been introduced to improve walking and cycling accessibility across the borough
- over the last three years, over 50,000 tonnes of excavated road materials have been used which has stopped it going to landfill and saved new virgin material from being excavated
- the Council will be investing nearly £400,000 in tree planting to offset and increase natural flood defences
- the old coal boilers at the Metrodome are to be replaced with a combined heat and power unit which will save approximately 1,500 tonnes of carbon a year

3.3 Unfortunately, since the Council's Climate Emergency declaration, the COVID-19 pandemic has interrupted the original implementation plan making it difficult to move forward. With a clear Recovery and Renewal Strategy in place at both a Council and City Region level, and services returning to new normalities, recovery in this area can begin alongside the current work to deliver the Council's Barnsley 2030 plans and the work on the Inclusive Economy Strategy.

3.4 Most of the borough's emissions are from three broad areas and the following is a reflection of the current position across these key sectors:-

3.5 **Transportation:** A third of all the borough's carbon emissions are the result of transportation. Lockdown has made people operate in different ways; the number of vehicles on the roads has reduced significantly and the number of people cycling, or walking has increased. This has resulted in lower carbon emissions and has also shown that by reducing vehicle journeys it is possible to reduce pollution, increase physical activity and create a more welcoming urban environment.

3.6 Clearly the gains that have been made are to a large degree the result of lockdown and the prohibition on all but essential travel. The government has made limited funding available during the pandemic to support active travel and this suggests a change of priority that the Council can benefit from in the future.

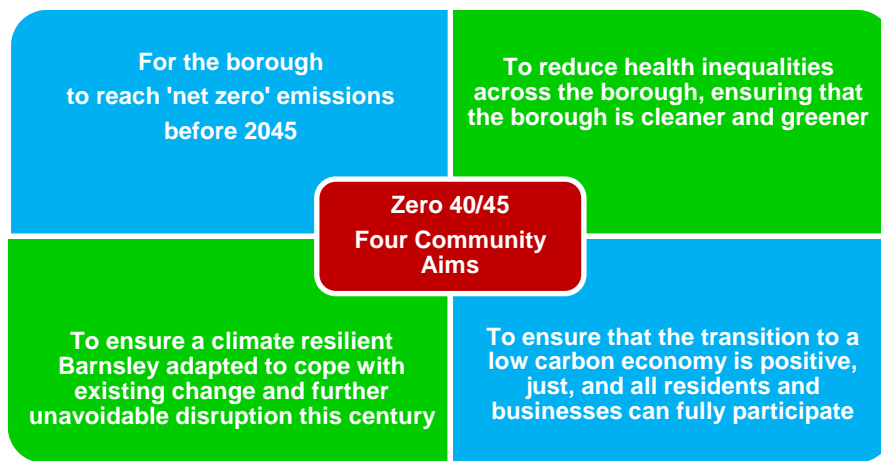
- 3.7 **Residential:** A further third of all emissions are the result of heating and lighting from residential properties. If government are to meet their 2050 net zero carbon target, they know that measures need to be introduced to retrofit existing housing stock. It is likely that significant funding will be made available to support a national programme of domestic refit and Barnsley already has a strong track record of realising opportunities in this area through the Better Homes Barnsley programme.
- 3.8 Recent announcements suggest that this funding will be made available through the North East Yorkshire and the Humber Energy Hub in the form of Local Authority Delivery (LAD). A successful bid for LAD1 (with Doncaster MBC) has been made and we are waiting for details of LAD2. This new funding will offer significant opportunities to Barnsley by providing skilled secure jobs in construction and manufacturing. It has been clearly established that by improving housing conditions, a range of positive benefits can be achieved in relation to health, educational achievement, employment and general wellbeing. Without good quality housing we risk undermining the work being undertaken across the Council to improve the life chances of all our citizens. A task and finish group has recently been instigated to review current best practise in this area.
- 3.9 **Industrial:** Industry is responsible for a further third of the borough's emissions. There will be a role for the Council to assist businesses in developing more sustainable operating models by, for example, the provision of new low carbon district heating and cooling infrastructure, and advice in relation to improved efficiency of buildings and operating processes. This support can be provided by working with national and regional government and through the Council's existing business support mechanisms. The effect of COVID-19 is currently unknown and further work will look at this sector, albeit many cities across the UK are reviewing the need for large industrial assets, particularly in the service sector.

4.0 Sustainable Energy Action Plan

- 4.1 The purpose of the SEAP 2020-2025 (Item 4b) is to set out how the Council will deliver on the commitment made by Cabinet over the next five years.
- 4.2 The SEAP proposes that zero carbon becomes a 'foundation for change' for the Council and makes links to the United Nations' (UN) 17 global goals for sustainable development, pictured below:-



- 4.3 These UN Goals will inform the delivery of four Zero Carbon Community Aims which aim to deliver a healthier and greener borough:-



- 4.4 The Community Aims will be delivered by focusing on projects based on the five themes of energy efficiency; renewable energy; sustainable transport; resource efficiency; and decentralised heating.
- 4.5 In order for the Council's ambitions to be realised, it will need to adopt key principles and acknowledge the scale of the change required.
- 4.6 It is proposed to recruit two new additional Project Officers to the Sustainability and Climate Change Team to support the implementation of the SEAP and work with services to help embed carbon reduction in the culture of the Council. These posts will be funded from the Zero 40 Feasibility resources set aside as part of the 2020/21 budget setting process.
- 4.7 In addition to the above, there may be further costs that need to be considered in order to introduce measures to reduce carbon emissions. These costs will need to be considered in due course as schemes or projects come forward for consideration against other Council priorities.

5.0 Engagement Framework

- 5.1 It is important that the Council engages with all communities across the borough in order that citizens can take an active part in deciding their future. Learning has been taken from the success in using external support to develop the Barnsley 2030 plan and from other cities that have positively engaged around carbon with their residents and businesses.
- 5.2 The consultation approach will include members of the public, Council staff, senior managers and politicians, and communities. Specific programmes will be developed for young people via the Youth Council; colleges of further education and Area Councils. Different approaches will be required for each group and consultation will involve the use of workshops (especially via the Area Councils and their membership), carbon literacy training and the use of the Council's online training application.
- 5.3 Because of the complex nature of achieving carbon reductions the intention is to appoint a suitably experienced organisation or organisations to develop an engagement plan and a carbon reduction 'road map'.

6.0 Governance and Delivery

- 6.1 Carbon reduction is explicit in everything the Council does, so the overriding aim will be to use all existing boards wherever possible to bring focus to achieving the goals and to build on the proposed governance arrangements for Barnsley 2030.
- 6.2 The intention will be to establish two separate bodies to oversee the delivery of the SEAP:-
- the existing Carbon Management Group will report on the Zero 40 programme
 - a Positive Climate Partnership will be formed for the Zero 45 programme and the Council will seek partnership from a range of community, voluntary, statutory and business groups. The Partnership will be supported by, but independent of, the Council
- 6.3 It is anticipated that the emerging Barnsley 2030 Board will act as the main board overseeing the delivery of zero carbon, and also overseeing a number of sub-groups that will address the various carbon reduction, health and inclusive economy themes set out in the SEAP.
- 6.4 Other boards, including the existing Health and Wellbeing Board, will report on various carbon related health issues.
- 6.5 Ownership of the Council's emissions will sit with individual Directorates, commensurate with the control they have over relevant revenue and capital budgets. Overall control and direction sit with the Carbon Management Group. Each Directorate will receive individual greenhouse gas reports linked to the overall reduction target for the Council. It will be the responsibility of the Directorates to determine how to achieve the necessary savings using existing budgets and promoting behavioural change. Where this is not possible the Directorate will look to secure additional funding either internally or from external sources. Where possible carbon emission targets will be achieved by integration into existing schemes rather than by new programmes, it is felt that this will deliver greater value to the Council.
- 6.6 Each carbon 'owner' will be required to assess the carbon impact of future projects to ensure that the premise of 'Do No Harm' is embedded as part of the Council's business as usual approach. The Council's governance structures will be updated to enable this assessment to take place.
- 6.7 In order to drive performance it will be necessary to develop and agree a suite of corporate and operational key performance indicators (KPIs) to monitor and measure success. Discussions have already been initiated with the Council's Business Intelligence team to set and agree these KPIs.
- 6.8 To oversee the programmes a restructure of the existing energy team will be required. It is anticipated that this will require additional project management resources. This will be contained within the existing service budget.

7.0 Demonstrating Civic Leadership

- 7.1 In order to demonstrate civic leadership it is proposed that carbon impacts and mitigations are identified and assessed in all cabinet reports. There is a need to improve 'carbon literacy' (the awareness of climate change and the climate impacts of everyday activities) and for carbon to become embedded in all considerations and decisions the Council

makes. Discussions have already commenced with corporate governance to establish how this can be achieved.

- 7.2 To develop carbon literacy skills an assessment of what our current state across the organisation will be undertaken as part of the engagement work. It is anticipated that there will be a 'tool kit' developed thereafter.

8.0 Future Plans & Challenges

- 8.1 The COVID-19 pandemic has had tragic consequences for many of Barnsley's residents and this has challenged people's values. It is important that we engage now with our residents regarding how we reduce carbon in order to produce a better, more sustainable and inclusive future. It will be necessary to identify the links to Barnsley 2030, Inclusive Economy and the Recovery and Renewal Strategy, and link into the Sheffield City Region Mayoral Economic Plan.

- 8.2 It is essential that the Council put in place engagement and governance structures to deliver the carbon reductions that were set by the Council when a Climate Emergency was declared in September 2019. If no action were taken, then the Council would fail to deliver on its commitments and risk adverse impacts in relation to the climate and wider employment and health outcomes.

9.0 Invited Witnesses

- 9.1 The following witnesses have been invited to today's meeting to answer questions from the committee:

- Paul Castle, Service Director, Environment & Transport, Place Directorate, BMBC
- Richard Burnham, Head of Housing & Energy, Place Directorate, BMBC
- David Malsom, Group Leader, Housing & Energy, Place Directorate, BMBC
- Cllr Chris Lamb, Cabinet Spokesperson - Place (Environment and Transportation)

10.0 Possible Areas for Investigation

- What are the immediate priorities for tackling the climate emergency and protecting the borough?
- What is Barnsley already doing that is considered notable and how are you using case studies and evidence-based research to drive changes locally?
- How has COVID and the way that we now live impacted upon on the plans for tackling climate change? Will information and evidence gathered pre-COVID have to be re-evaluated or is it still relevant?
- How is the Council developing economic recovery plans post-COVID, to be in line with carbon targets?
- What assessments have been done to determine how the borough and its residents may be affected by climate change? What are the risks and what is being done to protect the most vulnerable?

- How is the Council ensuring that all strategic decisions, budgets and approaches to planning decisions are in line with a shift to carbon neutral/zero carbon? Other than the Glass Works, can you give an example of when this has been done?
- How do Barnsley's plans link up to those of Sheffield City Region (SCR) and what work could be done with neighbouring authorities to implement joint decarbonisation?
- What is the expectation of community groups and organisations that have had assets transferred to them and what support is available?
- What links have been made with the Youth Council so that young people are involved in the work to achieve targets?
- Which partners has the Council identified who might be able to assist in tackling the climate action agenda? Where are the gaps in existing networks?
- What can be done quickly and what will take more time to achieve? Have these been clearly documented with specific actions that are measurable and have set timescales?
- How well does the Council understand the opportunities associated with, and the scale of, retrofitting existing property and housing stock?
- What is the long-term financial impact for Barnsley customers transferring to British Gas from Robin Hood Energy?
- How do you propose to reduce health inequalities and who are the key players to help you achieve this ambition?
- Has the Council been able to take advantage of the Green Recovery Challenge Fund, the Public Sector Decarbonisation Fund or any other funding streams that may be available?
- What can members do to support the work to achieve the Zero40 and Zero45 targets?

11.0 Background Papers and Useful Links

Energy Efficiency and Pollution Reduction Report to OSC, 16 July 2019 :-

<https://barnsleymbc.moderngov.co.uk/documents/s55650/Item%204a%20-%20Energy%20Efficiency%20and%20Pollution%20Reduction%20Report%20FINAL.pdf>

BMBC Developing a Zero Carbon Strategy for the Council and the Brough and Declaration of Climate Emergency Report to Cabinet (Cab.18.9.2019/9):-

<https://barnsleymbc.moderngov.co.uk/documents/s57611/ZERO%2040.pdf>

BMBC Sustainable Energy Action Plan (SEAP) – Zero Carbon Engagement, Governance and Delivery Proposals Report to Cabinet (7.10.2020/8) :-

<https://barnsleymbc.moderngov.co.uk/documents/s71033/Barnsleys%20Sustainable%20Energy%20Action%20Plan%202020%20-%202025.pdf>

BMBC Energy Strategy:-

<https://www.barnsley.gov.uk/media/15635/bmbcenergystrategy.pdf>

BMBC Recovery & Renewal Strategy:-

<https://www.barnsley.gov.uk/services/health-and-wellbeing/covid-19-coronavirus/covid-19-recovery-plan-for-barnsley/>

BMBC Barnsley 2030:-

<https://www.barnsley.gov.uk/services/our-council/barnsley-2030/>

Better Homes Yorkshire/Barnsley:-

<https://www.betterhomesyorkshire.co.uk/help-to-heat-homes>

BMBC Website – Make Your Home Warmer & Cheaper to Run:-

<https://www.barnsley.gov.uk/services/housing/energy-at-home/make-your-home-warmer-and-cheaper-to-run/>

Energise Barnsley Website:-

<http://www.energisebarnsley.co.uk/>

Sheffield City Region Energy Strategy:-

<https://sheffieldcityregion.org.uk/wp-content/uploads/2020/07/SCR-Energy-Strategy.pdf>

12.0 Glossary

BMBC	Barnsley Metropolitan Borough Council
HUG	Housing Upgrade Grant
IPCC	Intergovernmental Panel on Climate Change
KPIs	Key Performance Indicators
NZ	Net Zero
OSC	Overview & Scrutiny
SCR	Sheffield City Region
SEAP	Sustainable Energy Action Plan
SME	Small and Medium-Sized Enterprises
UN	United Nations

13.0 Officer Contact

Anna Marshall, Scrutiny Officer, Scrutiny@barnsley.gov.uk
23rd November 2020

Barnsley Zero Carbon Sustainable Energy Action Plan (SEAP)

2020-2025



BARNSELEY
Metropolitan Borough Council

This Sustainable Energy Action Plan is divided into the following sections:

1. **Introduction**
2. **Current position in the borough**
3. **Where we want to be in the borough: Zero 45**
4. **Current position in the council**
5. **Where we want to be in the council: Zero 40**
6. **Engagement and governance**
7. **How will we do it: the key principles**
 - 7.1 Aims, themes and goals
 - 7.2 Four community carbon aims
 - 7.3 Five emerging delivery themes
 - 7.4 Seventeen UN sustainable development goals
 - 7.5 Ambitions in numbers

Appendices

Appendix 1: Definitions

Appendix 2: The borough's emissions in detail

Appendix 3: Governance structure

1. Why do we need a Sustainable Energy Action Plan (SEAP)?

Since the United Nations Intergovernmental Panel on Climate Change (IPCC) reported in October 2018, a Climate Emergency movement has emerged. The report warned of the rapid and far reaching consequences of the earth's warming of over 1.5°C. It concluded that limiting global warming to 1.5°C and so limiting the most extreme impacts of climate change would require rapid, far-reaching and unprecedented changes in all aspects of society.

In response, Barnsley Council set out in its climate emergency declaration in September 2019 an ambitious and realistic vision for the borough to become net **Zero Carbon** by 2045 (Zero45) and as an organisation to lead by example to become net zero carbon by 2040 (Zero40).

This is the first draft of a series of five-year Sustainable Energy Action Plans (SEAPs) that aim to deliver a Zero Carbon programme across the borough and within our own organisation. Each plan will successively take us towards our targets. The purpose of this SEAP 2020-2025 is to set out how we'll deliver on the commitment made by Cabinet in September 2019. It will help us to plan wider positive engagement around climate change, as well as providing the governance structure and carbon reduction targets.

This SEAP recommends an ambitious first borough-wide ambition for **2025** to reduce its emissions by **65%** (2017 baseline) and that as part of this, we have an ambition to reduce our own emissions by **60%** (2019 baseline). This will provide us with the best opportunity to be zero-carbon by 2035.

Achieving net zero carbon is possible over time and our approach will be predicated on a hierarchy of reducing energy demand; engaging in positive behavioural change; using developed technology; using renewable energy; and offsetting emissions via programmes such as tree planting and nature-based carbon capture. This methodology is in line with the UK government's approach and their national target of being net zero by 2050.

This SEAP is based on the IPCC recommendations and indicates where we need to be, the direction of travel to get there, and some early steps so we can move quickly.

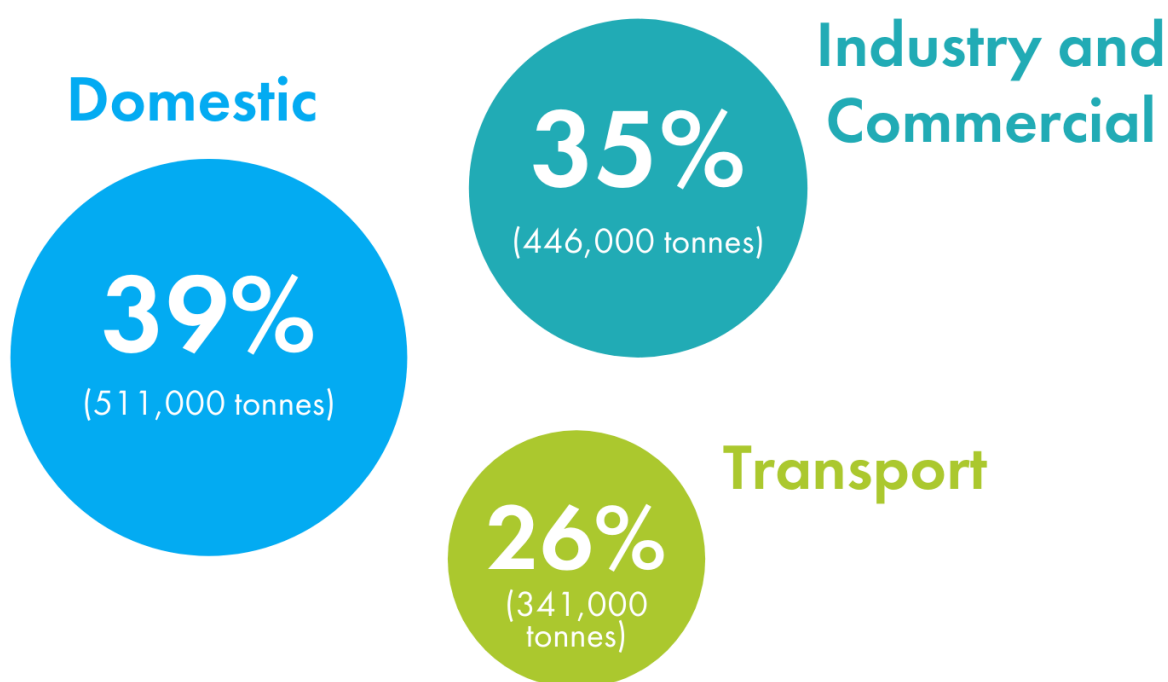
2. Current position in the borough

Most of the borough's emissions are from three broad areas:

- residential housing
- commercial/industrial activities
- transport

In 2017, Barnsley emitted **1,310,880 tonnes** of carbon in what is termed scope 1 and scope 2 emissions combined. Scope 1 relates to the direct burning of fossil fuels, and scope 2 refers to the indirect burning of fossil fuels such as through the use of traditionally generated electricity.

Emissions arise from the borough's commercial, residential, institutional and industrial buildings; from agriculture activities generating food; from transportation via rail and road; and through the use and treatment of water and wastes.



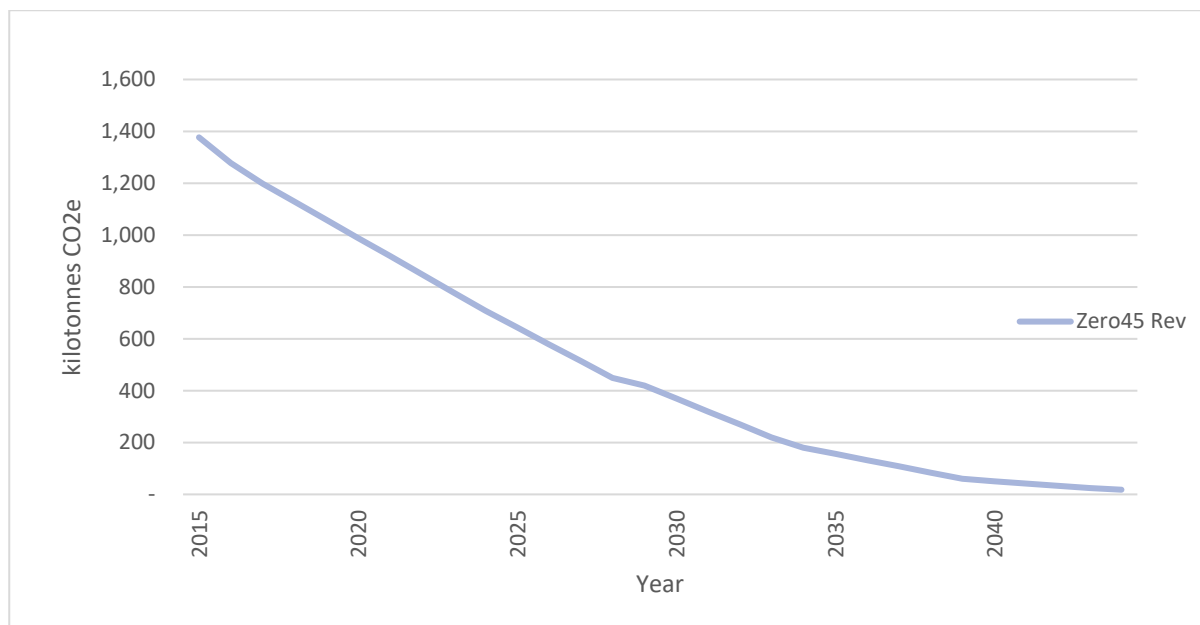
3. Where we want to be in the borough: Zero 45

Barnsley's local carbon reduction goals are based on the borough meeting its 'fair share' of the UN's global carbon target and allocation of carbon budgets.

In order to meet the borough's carbon budget, it's proposed that most carbon savings are made in the first years up until 2030. This means reducing the borough's emissions from a 2017 base line as follows:



Our ambition is that by **2025** the borough reduces its direct and indirect emissions (scope 1 and 2) by **65% of its 2017 emissions.**



This means that in Barnsley we:

- reduce greenhouse gas emissions by three-and-a-half times more each year than we have achieved so far
- reduce our demand for energy, while supporting our economy to recover from the wider impacts of the Coronavirus (COVID-19) pandemic
- develop programmes which support the switch to clean zero carbon energy sources by around 2045
- shift to fossil fuel free local travel by around 2030
- make our homes more energy efficient

Our aims are to:

- positively engage, cutting carbon and improving people's lives
- create a fairer society
- create more and better jobs
- improve the local economy
- improve air quality
- provide more active modes of travel
- reduce our consumption and dependency on energy
- improve the quality of the homes we live in
- provide improved green spaces and ensure greater health equality

As a leading anchor institution, we'll seek to use our powers and create policies to facilitate, encourage and support the reduction of emissions across the borough. However, the areas where the need to reduce emissions is greatest are also the areas where we have limited influence. It will be necessary for government to play a significant part in addressing these issues either through legislation, grants or other financial incentives.

Barnsley will seek to secure local contributions from those with an interest in our borough to help meet this local goal. Local contributions are commitments towards

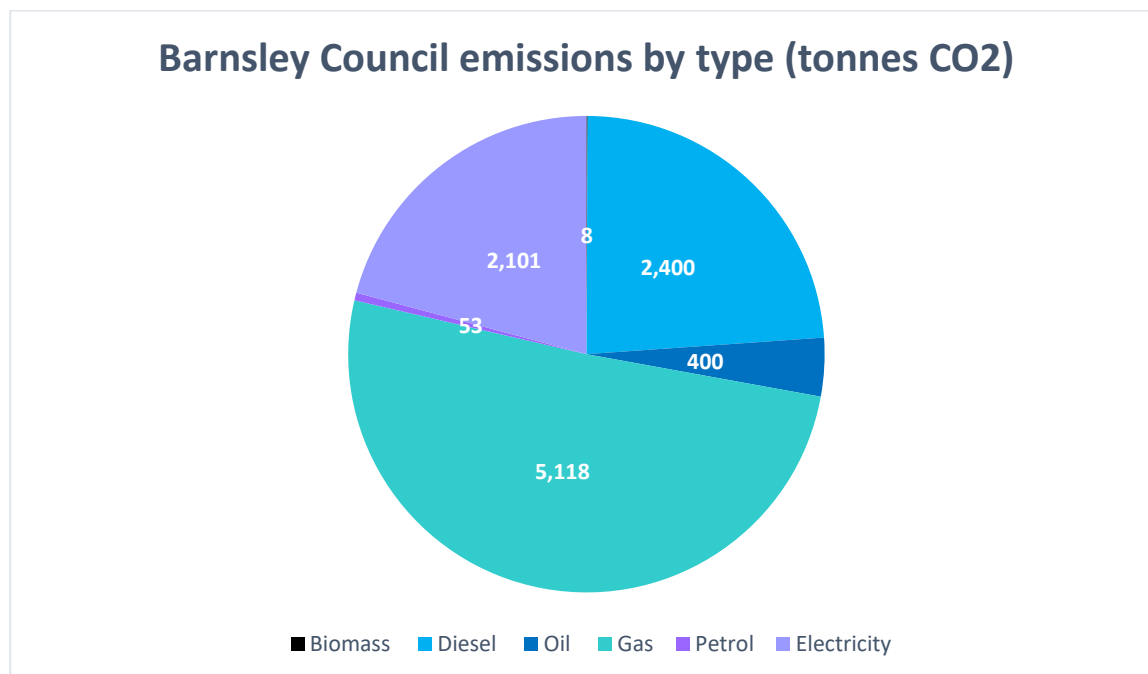
carbon reduction that different organisations and businesses in Barnsley will pledge to achieve, for example, Zero40 is our local contribution. Some organisations already have climate-related action plans, others are committed to developing them. Many more need to be encouraged and supported to do so.

These local contributions vary and together will need to add up to the scale of ambition set out in this SEAP. Over time we will get a sense of whether this strategy is working by the number and quality of local contributions coming forward.

4. Current position in the council

During 2019, we emitted 10,083 tonnes of carbon during our normal operations.

Most of the emissions are associated with our fleet of diesel vehicles, heating our buildings and the purchase of electricity and other fuels.



These form the principal areas of our own action plan and we'll focus on reduction activities such as improving the energy efficiency of our buildings and purchasing electric vehicles.

We also work with our partners to develop their local contributions toward the borough's targets.

For example:

- In partnership with Barnsley Premier Leisure, we're replacing the coal fired boilers at the Metrodome Leisure Complex which is helping reduce carbon emissions by more than 50% at the centre
- We're working with Berneslai Homes to develop programmes to improve the energy efficiency of our homes and replace older polluting vehicles with new electric vehicles
- We're working with Energise Barnsley to deliver solar PV programmes to council owned buildings, schools and domestic properties which will generate renewable electricity using the sun's energy

5. Where we want to be in the council: Zero 40

We recognise the need to reduce our own emissions quickly, and the majority of our reduction to happen in the next ten years.

Our target is that by 2025, the council will have reduced its emissions by 60 per cent based on 2019 levels.

We'll aim to achieve our carbon emission targets by using a combination of existing schemes and development of new programmes.

We're committed to being a leader in sustainability by reducing our environmental impact, protecting our natural environment, empowering our staff and operating responsibly, enhancing social value and collaborating with our partners to work with our local communities.

We'll do this by embedding sustainability into our workplace practice and across our supply chain, applying our vision of 'doing no harm' and working collaboratively with our partners.

6. Engagement and governance

It's important that our residents and stakeholders are consulted as widely as possible.

We'll build on the recent Barnsley 2030 engagement which is the basis of the strategic direction for the borough over the next ten years.

We'll work closely with key stakeholders across the borough such as the area councils; councillors; youth services such as Barnsley's Youth Council; schools and colleges; community leaders and groups; voluntary sectors; and our businesses.

We'll use best practice to develop our engagement proposals. We'll reflect feedback and ideas in our plans.

The emerging governance arrangements for Barnsley 2030 will set out the strategic direction for the borough, and it is anticipated that they will oversee the annual reporting process for zero carbon with both Zero40 and Zero45 programmes reporting into it.

A Positive Climate Partnership will report to the emerging Barnsley 2030 board for Zero45. It will champion and co-ordinate local action on climate change. We'll support them, but it will be an independent partnership.

The Positive Climate Partnership will:

- monitor delivery of carbon reduction targets for Zero45
- provide a forum with an independent voice to co-ordinate and champion local action
- help to grow the wider network of interest
- gather and present data to inform action with a set of indicators to show if we are making progress
- produce annual reports on local progress

Our existing Carbon Management Group will report on Zero40 to the emerging Barnsley 2030 board. The group will monitor our own delivery of carbon reduction targets and embed a carbon reduction culture across our organisation.

Where possible, existing boards in our governance structure will have a standing item in respect of environmental impact in their terms of reference.

As part of Sheffield City Region, Barnsley Council is also a member of the NZ:SCR partnership which will oversee the City Region's reduction to net zero and provide a link between the City Region's authorities and government's Department of Business Energy and Industrial Strategy.

We'll be responsible for monitoring and reporting progress in achieving the Zero40 and Zero45 targets set out in this SEAP. For this to be meaningful it will be necessary to develop a measuring and accreditation methodology which reports annually to the governance structures set out. We'll develop this methodology during the first six months of this SEAP with the intention of reporting on the success of the first year of the programme at the end of 2020-2021.

7. How will we do it: the key principles

Our response to the climate emergency will be successful if we acknowledge the scale of the change required.

This will require:

- **Positive engagement and co-creation** with the residents and businesses of Barnsley
- **Developing a clear view of climate risk** to identify vulnerabilities in the face of extreme weather events
- **Promotion of adaptation** to put in place policies, practices and infrastructure, including natural 'green and blue' infrastructure, to help limit negative impacts from climate change
- **Creation of lifelong learning and training opportunities** for residents and businesses allowing them to adapt and improve the local supply chain
- **Ensuring that a just transition takes place** with all residents able to benefit fully from the new opportunities and the costs of the transition will not fall disproportionately on those least able to pay
- **Develop wider climate understanding** to raise awareness about the climate emergency and about the opportunities and benefits
- **Adequate resourcing** to secure increased investment (capital and human resources) to match the scale of the challenge
- **Create stronger partnerships and networks** to ensure climate action is given the priority it needs and is developed in a collaborative and co-ordinated way
- **Understand our residents' ambitions** via regular and ongoing engagement and consultation
- **A recognition that health and economy outcomes are linked to the climate agenda**

7.1 Aims, Themes and Goals

This SEAP identifies four Zero Carbon Community Aims. These will be delivered via five themes and it will align with the 17 United Nations' Development Goals. This is set out below in the following section.

7.2 Four Community Carbon Aims

The SEAP's Delivery Plan has the aim of delivering four Zero Carbon community aims set out below:



These are aims which if achieved will help to deliver a greener, more inclusive and healthier borough.

7.3 Five Emerging Delivery Themes

We'll look to achieve our four Zero Carbon Community Aims by focusing on delivering projects focused on the five following themes:



Energy efficiency:

Reducing the demand for energy, including retrofitting both domestic and non-domestic properties for better efficiency.



Renewable energy:

Generating or resourcing our energy from zero carbon and renewable sources, including biodiesel, solar PV and microhydro.



Sustainable transport:

A transition to fossil-fuel-free local travel, including supporting active travel and increasing electric and hybrid vehicles.



Resource efficiency:

Use resources, materials, land and food in a sustainable way, minimising waste and developing new uses for waste products.



Decentralised heating:

Using alternative sources of heating, like heat networks, rather than natural gas as our primary source of heat.

It's likely that these themes will develop and change over time following consultation.

Themes for Actions

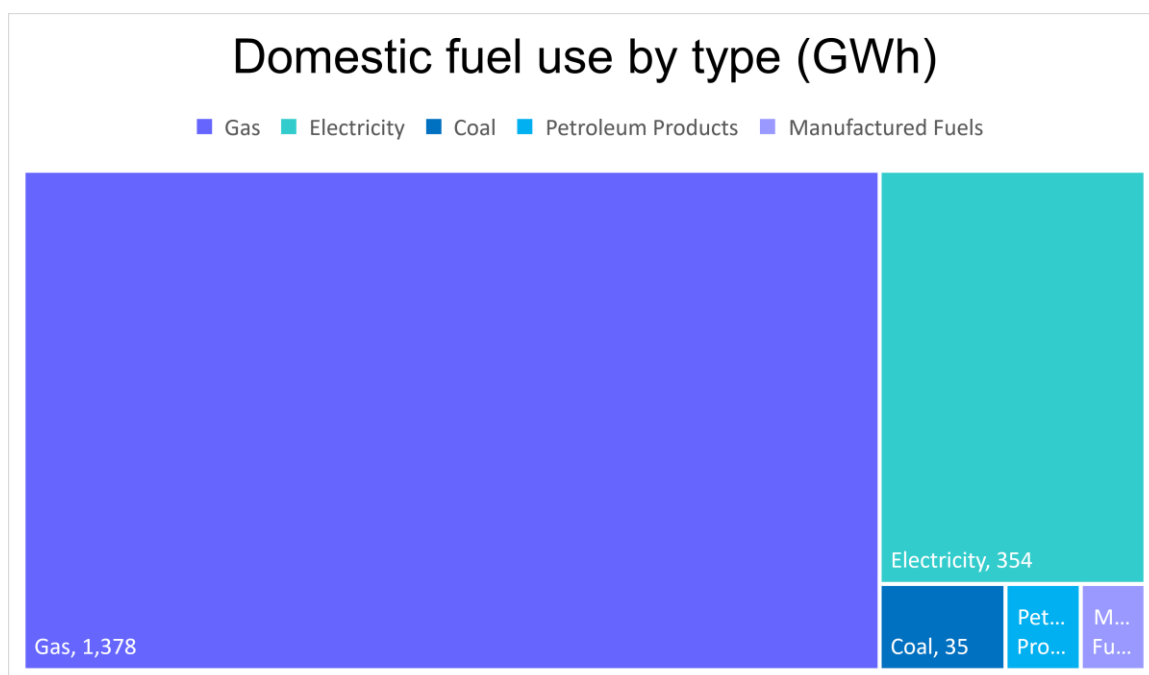
The SEAP will seek to achieve carbon reduction through addressing the five themes set out in section 5. Each thematic area will be reviewed to identify projects and programmes which can be delivered locally.

Improving Energy Efficiency

Over 40% of the UK's energy consumption is from the way our buildings are lit, heated and used. Energy use in existing residential and commercial buildings in Barnsley is a major contributor to carbon emissions and therefore represents the biggest opportunity for reduction.

This includes a range of retrofit measures for both domestic and non-domestic properties including boiler efficiencies, insulation, controls and energy management systems. Awareness and behaviour change will be an important component of this, as will working with partners and communities and those with the highest consuming buildings.

We'll look to use our levers of influence, especially regarding planning policy and the development of our own buildings.



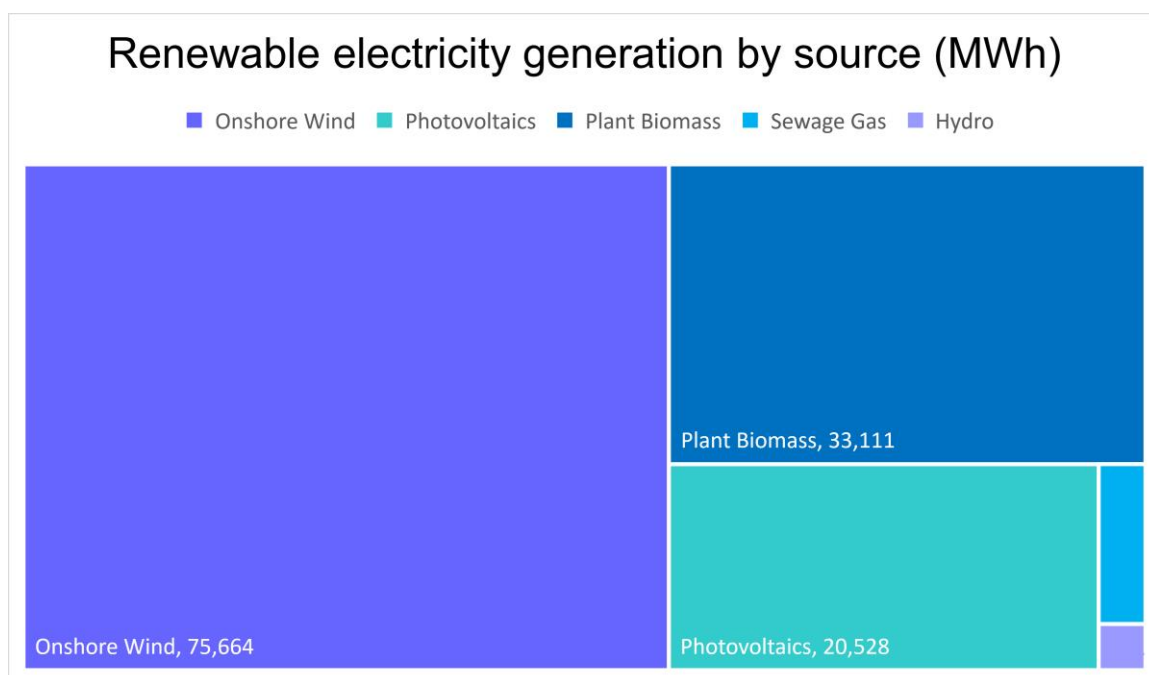
The most difficult issue for the borough is how heat is provided and how we can move away from natural gas as visible above, gas is the most used fuel in domestic settings in Barnsley.

Renewable Energy

We want to increase the proportion of renewable energy that is generated within the borough and to increase the proportion of this energy that is owned within the borough - retaining a greater proportion of our energy spend will have a significant impact including on fuel poverty.

We want to expand the use of renewable technologies for both electricity and heat across the borough and integrate these into buildings, assets and infrastructure. A key objective of the SEAP is to develop a supportive regime for installing renewable technologies. Currently there is a lack of awareness of the potential opportunities across Barnsley and no strategic policy framework to assist with installations. This awareness needs to be developed further. The main aim of any review would be the identification of investable renewable projects to power Barnsley's homes, public and commercial buildings.

We want to provide guidance for community groups and householders; and assessing opportunities for a number of specific renewables projects such as biodiesel, solar PV and micro hydro.



Sustainable Transport

Transport emissions in Barnsley still accounted for 26% of all emissions in 2017. This SEAP programme aims to support the work of our Active Travel Plan and Sustainable Travel Strategy by developing initiatives specifically aimed at reducing carbon emissions from transport such as encouraging residents to cycle more.

How often do Barnsley Residents cycle	%
At least once per month	10.9
At least once per week	8.1
At least three times per week	2.8
At least five times per week	0.7

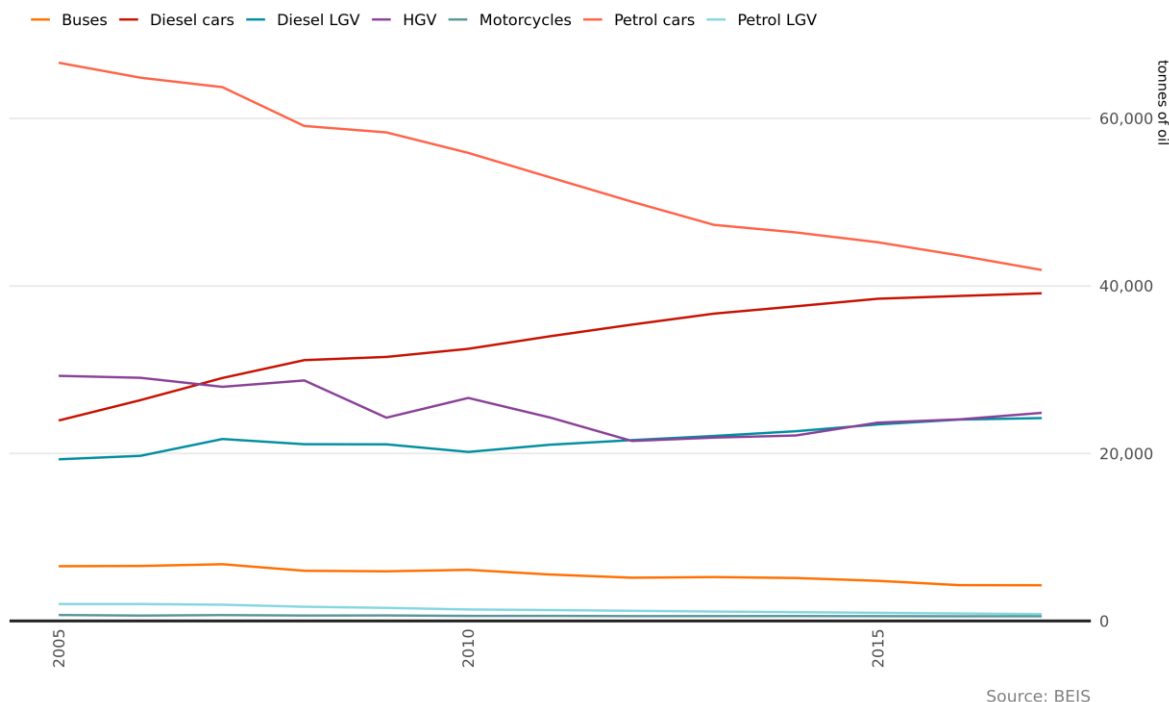
Source: Department of Transport

The SEAP will also work with partners on a major programme to substantially increase the number of electric and hybrid vehicles in the borough including cars, buses and vans, and ensure that there is infrastructure in place to support this. An important element of this work will be to ensure that the electricity generation for the vehicles is decarbonised. It will seek to understand the opportunities for alternative fuels such as hydrogen.

Barnsley's Transport Strategy aims to reduce the need to travel, encourage active travel and decarbonising travel. This includes a range of measures in the Active Travel Action Plan. Other initiatives include working with large employers to set travel targets, promoting green fleet health checks, creation of a Town Car Club; supporting and engaging with local bus service providers on decarbonising public transport.

Fuel use by vehicle type

Barnsley, 2005-2017



Resource Efficiency

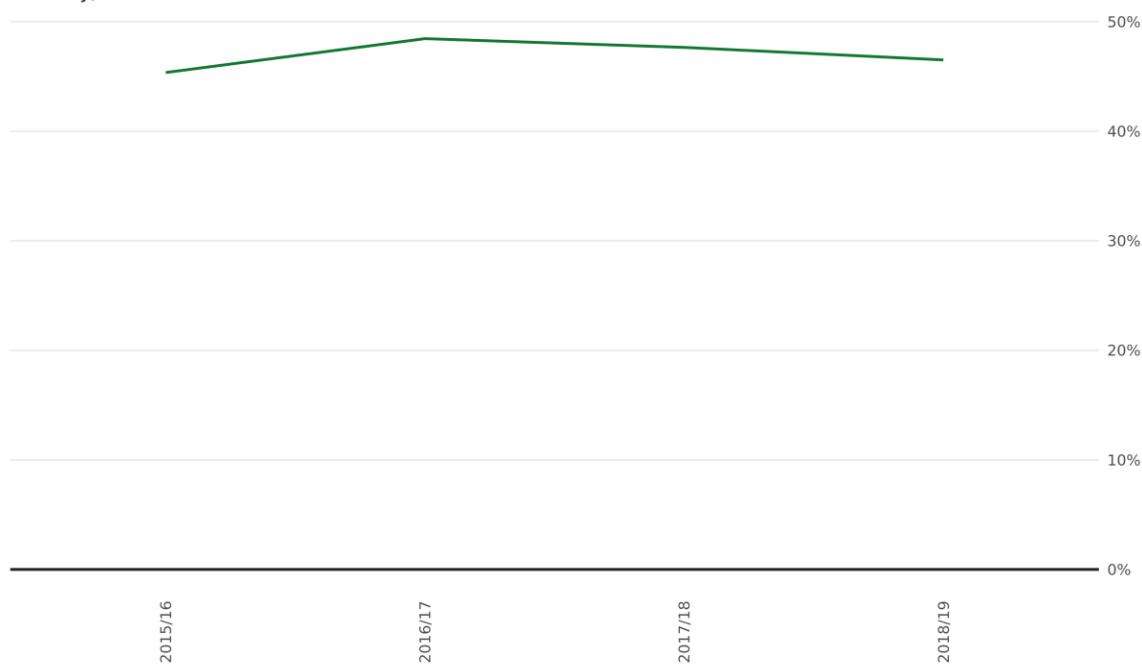
Natural capital is nature’s ability to renew and provide resources. These resources include water, land, minerals and timber and are not finite. Human activities are consuming these inefficiently, producing more waste leading to increasing carbon emissions.

This means that there is a need to find new sustainable methods of production to address wasteful consumption and develop new uses for products previously considered ‘waste’.

This programme will encourage resource efficiency across Barnsley with businesses and consumers. Actions will include working in partnership with Sheffield City Region to deliver a programme to support SMEs and evaluate opportunities for capturing waste heat and power, working with colleagues delivering the town’s food agenda, joining the Circular Economy 100 programme, promoting the Resource Efficient UK advisory and support service, and engaging with organisations involved in reuse and repair activities in Barnsley.

Reuse, recycling or composting of household waste

Barnsley, 2015 - 2018



Source: DEFRA

Decentralised Heating

Heat networks form an important part of our plan to reduce carbon and cut heating bills for customers (domestic and commercial). They are one of the most cost-effective ways of reducing carbon emissions from heating, and their efficiency and carbon-saving potential increases as they grow and connect to each other. They provide a unique opportunity to exploit larger scale – and often lower cost – renewable and recovered heat sources that otherwise cannot be used. It's estimated by the Committee on Climate Change that around 18 per cent of UK heat will need to come from heat networks by 2050 if the UK is to meet its carbon targets cost effectively.

Our activities will focus on the opportunities to create new heat networks across Barnsley providing locally generated heat for residential and commercial properties. Actions will include publishing a Barnsley District Heating Strategy and heat maps, evaluating the potential from its own estate, providing guidance for developers, working with partners to assess opportunities from new developments.

7.4 Seventeen UN Sustainable Development Goals

It's our aspiration that this SEAP becomes closely aligned with the United Nation's Sustainable Development Goals (2015-2030). These global goals aim to end all forms of poverty, reduce inequalities and fight climate change while ensuring that no one is left behind.

These goals are represented below:

www.un.org/sustainabledevelopment/sustainable-development-goals/



7.5 Ambitions in numbers

The table below details the principle carbon objectives of this SEAP

Our Ambitions	Date to be achieved by	How are we going to measure it	What's our starting point	What's our target for 2025
Zero45 65% reduction in scope 1 & 2 carbon emissions	December 2025	Annual validation by third party	1,310,810 tCO2E	458,708 tCO2E
Zero40 60% reduction in scope 1 and 2 carbon emissions	December 2025	Annual validation by third party	10,083 tCO2E	4,033 tCO2E

Appendix 1: DEFINITIONS

Net Zero: This is described as achieving a position in which the activities of an organisation or an economy (in the case of this SEAP the council and the wider borough) result in no net impact on the climate from greenhouse gas emissions. This is achieved by reducing greenhouse gas emissions and by balancing the impact of any remaining greenhouse gas emissions with an appropriate amount of carbon removal.

Greenhouse Gas Emissions: Carbon dioxide (CO₂) makes up the vast majority of greenhouse gas emissions, but other gases such as Methane (CH₄) and Nitrous Oxide (N₂O) and Ozone (O₃) are also defined as greenhouse gases as they can all contribute to the warming of the atmosphere. Greenhouse gases are typically expressed as 'carbon dioxide equivalent', or CO₂e, and this measure incorporates all greenhouse gases as defined by the Kyoto Protocol.

Net Zero Targets: This SEAP refers to two net zero targets Zero 40 for the council and Zero 45 for the wider borough. Other bodies have set net zero carbon targets which do not in all cases correspond to the council's; the government, for example, has set a net zero target for the country of 2050, the Sheffield City Region has set a target for its geography of 2038. It is not clear, at this point, whether these different targets will at some point in the future be rationalised however the council believes that the targets it has set namely Zero 40 for its own activities and Zero 45 for the wider borough are realistic and achievable. It should also be noted that the council's Energy Strategy 2015-2025 which informed the Climate Emergency Declaration speaks of a zero carbon target by 2040, at this moment absolute zero is not achievable and we are therefore focusing on a net zero target with offsetting where necessary.

Carbon Budget: this is the total amount of carbon that can be emitted, allocated to a country, region, or organisation in order to constrain the rise in global temperature to no more than 1.5°C. More information is given under Science Based Targets and Monitoring below.

Scope: in order to establish which carbon emissions are to be counted when looking at the emissions of a business or a geography (borough, region, country) a number of definitions of what is in and what is out of scope have been developed. Scope 1 emissions are those generated by activities within the organisation or geography principally from the burning of fossil fuels for heating; Scope 2 are emissions generated outside the organisation principally electricity; and Scope 3 emissions are those generated by outsourcing activities to another organisation. 'Scopes' help us to understand which activities cause greenhouse gas emissions and how emissions are allocated within a wider organisation or geographical location.

Appendix 2

Barnsley's 2017 greenhouse gas emissions by source (metric tonnes CO2e)

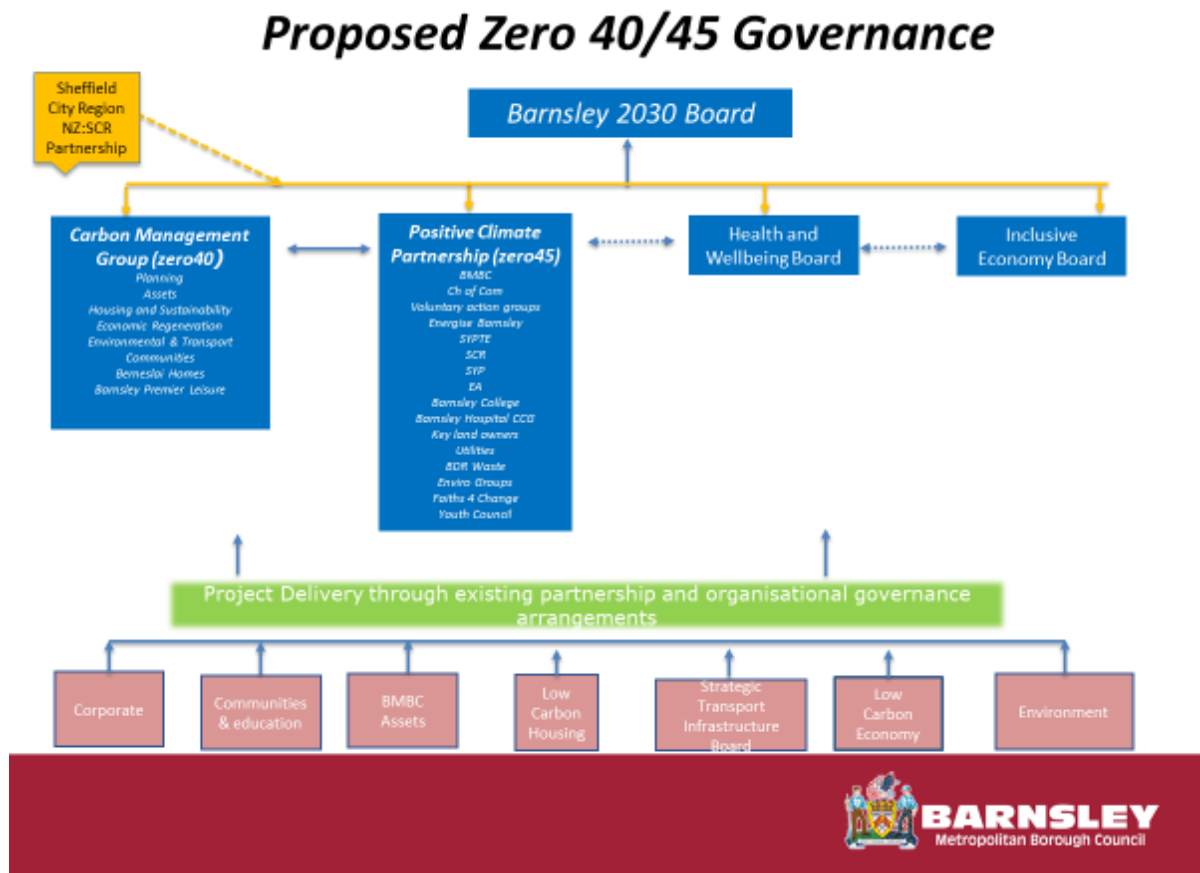
The borough's emissions	Direct emissions (Scope 1)	Indirect emissions (Scope 2)	Total Tonnes of Carbon emitted
Residential buildings	262,241	125,315	387,556
Commercial buildings	62,188	21,361	83,549
Institutional buildings	101,212	107,946	209,158
Industrial buildings	95,214	62,574	157,788
Agriculture	4,291	2	4,293
Rail	4,601		4601
Road	400,087		400,087
Waterways	12		12
Solid waste disposal	48,641		48,641
Wastewater	15,195		15,195
Total	993,682	317,198	1,310,880

Fig 1 Tyndale Centre Scatter analysis University of Manchester: 2020

Barnsley Council emissions by type	Direct emissions (Scope 1)	Indirect emissions (Scope 2)	Total Tonnes of Carbon emitted
Biomass	8		8
Diesel	2,400		2,400
Oil	400		400
Gas	2,057	3,061	5,118
Petrol	53		53
Electricity		2,101	2,101
Total	4,921	5,162	10,083

Fig 2 Barnsley Councils emissions by fuel

Appendix 3: Governance Structure



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Item 5

**Report of the Executive Director Core Services,
the Director of Public Health,
and the Executive Director Place,
to the Overview and Scrutiny Committee (OSC)
on 1 December 2020**

Road Safety in Barnsley

1.0 Introduction

- 1.1 The purpose of this report is to inform the Overview & Scrutiny Committee of the findings of the recently completed Road Injury Health Needs Assessment (HNA) 2020, detailing the number of people injured or killed in the borough broken down into three broad age groups, and the next steps required to respond to those findings.
- 1.2 Although it is too early to say how COVID-19 has impacted on road injuries in Barnsley, the report considers how residents may have been affected.
- 1.3 In addition, the report outlines the road safety activities carried out in 2019, by both BMBC and its partners, and the local governance arrangements for road safety in Barnsley

2.0 Background

- 2.1 Road injury is defined as any injury resulting from a vehicle accident occurring on a public highway (World Health Organisation (WHO), 2010) and is sub-divided into three categories according to the severity of the injuries incurred; Killed, Serious Injury, Slight Injury.

Central Government Responsibility

- 2.2 Central government sets the regulatory framework for roads, vehicles and road users, and the country's national road safety strategy. It:-
 - provides funding and resources to local government and others to deliver road safety
 - commissions research into the nature, causes of, and potential solutions to, road casualties
 - collects and publishes road casualty data
 - conducts education and publicity campaigns
 - sets standards for road design, construction and maintenance
 - sets requirements for driver licensing, training and testing
 - sets standards for vehicles and requirements for vehicle licensing
 - sets road use laws, including offences and penalties, and guidance on safe road use, such as the Highway Code

Local Government Responsibility

- 2.3 Local government is the main delivery agent of road safety. Local authorities have a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents". It states that:-

39 (3) Each local authority –

[a] must carry out studies into accidents arising out of the use of vehicles on roads or part of roads, other than trunk roads, within their area,

[b] must, in the light of those studies, take such measures as appear to the authority to be appropriate to prevent such accidents, including the dissemination of information and advice relating to the use of the roads, the giving of practical training to road users or any class or description of road users, the construction, improvement, maintenance or repair of roads for which they are the highway authority (in Scotland, local roads authority) and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads, and

[c] in constructing new roads, must take such measures as appear to the authority to be appropriate to reduce the possibilities of such accidents when the roads come into use.

2.4 Some local authorities in the country have road safety officers and Barnsley is lucky enough to have one. That said, this role is currently vacant as the officer has been seconded into another position to support the work around Covid-19. All other local authorities in South Yorkshire no longer have this role and rely on input from South Yorkshire Safer Roads Partnership (SYSRP). The road safety officer role provides educational programmes in schools, colleges and businesses. They are also responsible for publicity campaigns and programmes to inform, raise awareness and to encourage positive and discourage negative behaviours by road users. This role sits within the Public Health Directorate.

2.5 The Highways Authority also have road safety engineering teams who identify and implement road design and engineering solutions to road casualty problems in their areas. In Barnsley this sits within the Place Directorate.

2.6 The Department for Transport (DfT) issues guidance for the setting of speed limits and this guidance is used by the local authority to set speed limits on all public roads in Barnsley, with the exception of motorways and trunk roads which are the responsibility of Highways England.

2.7 In Barnsley, the whole of the road network is reviewed annually and road safety audits are carried out. Road traffic collisions that result in personal injury are analysed so that steps can be taken to reduce and prevent similar collisions.

2.8 Where safety concerns are identified, based on the evidence from the personal injury collisions, the council can introduce measures to improve road safety and the flow of traffic, such as:-

- yellow lines
- traffic lights and pedestrian crossings
- school crossing patrols
- cycle lanes

The Police Responsibilities

2.9 The police enforce road traffic laws, although some areas, such as parking enforcement, are the responsibility of local authorities. The police also co-operate with other agencies, such as the DVLA, DVSA, Highways England and the Health and Safety Executive (HSE), to enforce specific traffic laws and investigate serious work-related road accidents.

2.10 Roads policing supports and complements road safety education and engineering, and is an essential part of road safety. It:

- deters illegal, dangerous and careless behaviour on the road
- identifies offenders
- identifies the causes of crashes
- helps to educate, and change the attitudes of, road users
- prevents other forms of crime
- identifies and removes dangerous vehicles

Fire & Rescue Service Responsibilities

2.11 Fire and Rescue Services have duties to respond to road traffic accidents under the Fire and Rescue Services Act 2004. In addition to their core role of providing an emergency response service to road traffic collisions and extricating victims who are trapped in vehicles, most fire and rescue services are also active in local multi-agency partnerships in their area and many support or deliver road safety education programmes to help prevent accidents happening in the first place.

Road Injury Needs Assessment

2.12 The Road Injury Health Needs Assessment 2020 has been compiled by BMBC's Public Health Team to determine the problems facing the population of Barnsley in relation to road safety. It incorporates data from:-

- Public Health England Profiles (Fingertips)
- the STATS 19 road safety dataset published by the Department for Transport
- the Hospital Episode Statistics (HES) dataset published by NHS Digital
- the National Highways and Transport Network (NHT) Annual Highways Public Perception Survey

2.13 It is important to note that there are limitations to the data, including:-

- Under-reporting of road-related injury
- Issues regarding the classification of severity of injury (CRASH)
- Subjectivity of assessment of contributing factors
- Problems accessing HES data
- Survey participants not representative of Barnsley population

3.0 Road Injury in Barnsley

3.1 The number of Barnsley residents affected by road injuries of any severity has been decreasing over the last two decades. However, the proportion of casualties categorised as killed or seriously injured (KSI) has been increasing since 2016.

3.2 This rise coincided with South Yorkshire Police adopting the CRASH system, used to record collisions resulting in injury, in January 2016. However, it cannot be said with confidence that the increases in casualties categorised as KSI are predominantly down to the CRASH classification system and there is potential that there has been a real increase.

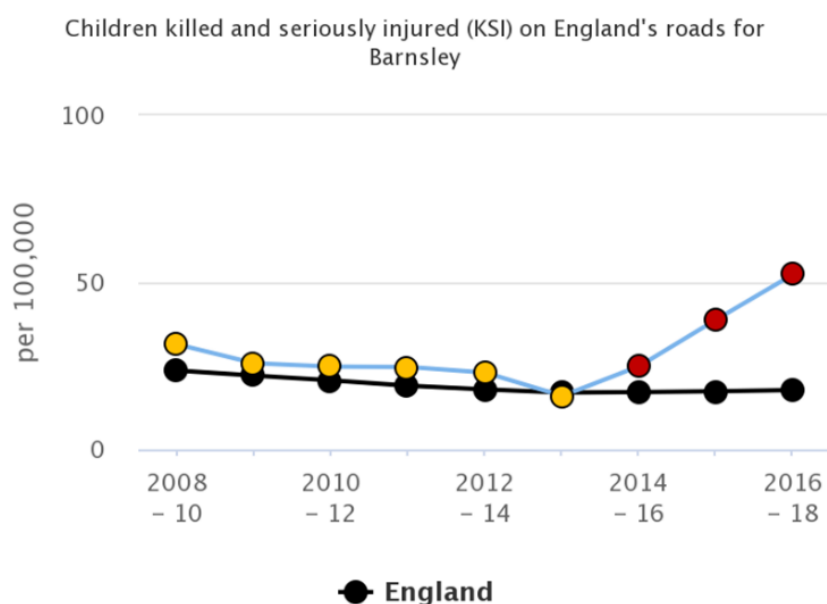
3.3 In 2018 there were 610 reported road casualties of any severity in Barnsley. This is a 15.2% decrease from 2017, and the lowest number among records from 1980. A total of 156 of these casualties were classified as KSI.

- 3.4 The rate of KSI casualties of any age in Barnsley (59.0 per 100,000) is significantly higher than the England rate (42.6 per 100,000) and is the second highest amongst 16 comparator authorities (CIPFA nearest neighbours), although only six of these authorities have adopted the CRASH system.
- 3.5 More KSI casualties in Barnsley are male (64.7%) and more casualties are drivers or riders (57.7%) than pedestrians (24.1%) or passengers (18.2%).
- 3.6 It is notable that although the numbers of recorded KSI casualties in Barnsley has risen from 68 in 2015 to 156 in 2018 (an increase of 229%), the number of hospital admission for road injuries among Barnsley residents has remained almost unchanged from 160 in 2015/16 to 161 in 2017/18 (0.6% increase) (HES data via PHE).

Children Under 16

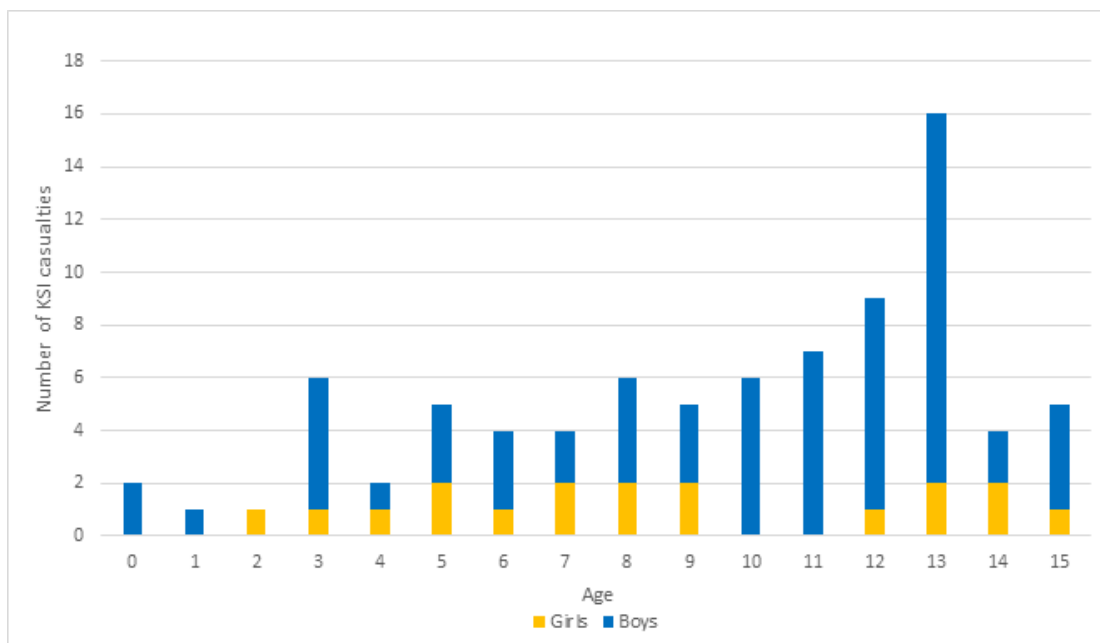
- 3.7 In 2018, 72 children aged 0-15 were injured in road accidents in Barnsley. 49 of these were slight injuries, 22 were serious, and one child was killed. This is a 13.3% reduction on total casualties when compared to 2017.
- 3.8 The rate of child KSI casualties in Barnsley was following a downward trend and similar to the England rate until 2014-16 (Figure 1 below). However, the proportion of casualties categorised as KSI has also increased substantially in this age group since 2016. In 2015 5.4% of all child casualties were categorised as KSI and in 2018 this had increased to 30.6%.
- 3.9 The rate of KSI casualties aged 0-15 in Barnsley (52.5 per 100,000 in 2016-18) is now significantly higher than the England rate (17.7 per 100,000) and is the highest among 16 comparator authorities (CIPFA nearest neighbours). However, only six of these authorities have adopted the CRASH system.

Figure 1. Children killed and seriously injured for Barnsley and England 2008/10-2016/18 (PHE fingertips)



- 3.10 In children under 16, more KSI casualties are male (77.4%) than female (22.6%). KSI casualty numbers peak in the early teens (Figure 2) and the largest road user group among KSI casualties are pedestrians (54%).

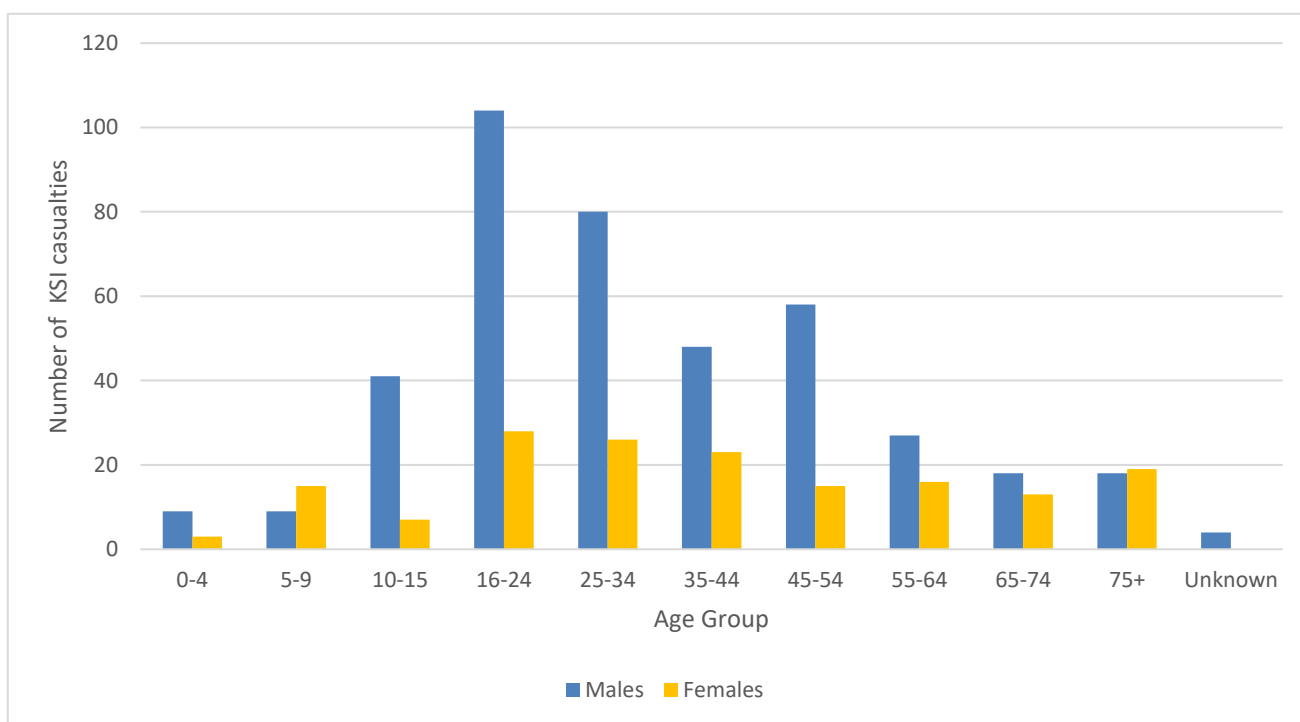
Figure 2. Numbers of KSI casualties by age in children under 16 (2014-18) (STATS19 data)



Young Adults

3.11 More KSI casualties are in the 17-24 year age group than any other age group (Figure 3). 22.7% of KSI casualties occur in Barnsley residents aged between 16 and 24 years, despite this age group making up just 10.8% of the Barnsley population. Among young adults aged 16-24, the highest numbers of KSI casualties are among male car users and powered 2-wheeler (P2W) users (64.4%).

Figure 3. Number of KSI casualties in Barnsley by age group and sex (2014-2018) (STATS19 data)



Older Adults

- 3.12 Total numbers of injuries of any severity among older adults (65+) have not followed the decreases seen in other age groups over the last 10 years. Among older adults, most KSI casualties are car users (52.9%) or pedestrians (36.8%), and casualties are more evenly spread between males (52.9%) and females (47.1%).

Area Injury Rates

- 3.13 No individual Barnsley wards have KSI rates which are significantly different to the overall Barnsley rate.

Contributing Factors

- 3.14 The leading contributing factors recorded by the police in relation to accidents resulting in KSI casualties vary by age group. In children under 16, these are predominately poor pedestrian behaviours; in young adults, poor driver behaviours are more prevalent; and in adults aged 65 and over, physical and mental illness or disability becomes more significant.
- 3.15 The proportion of alcohol related road traffic accidents in Barnsley in 2014-16 was 24.2 per 1,000 accidents, which is similar to the England rate (26.4 per 1,000 accidents). Data is not available regarding the contribution of excess speed to the numbers of road incidents in Barnsley. However, in 2019, a total of 3,612 offences were recorded by fixed cameras in Barnsley, which includes either red light or speed contraventions.

4.0 Perceived Road Safety in Barnsley

- 4.1 Over 90% of the 980 Barnsley residents who responded to the National Highways and Transport Network Public Satisfaction Survey in 2019 considered safer roads to be very important to them. Overall, public satisfaction with road safety in Barnsley was 54% in 2019, which is a slight increase in satisfaction from 2018 (+2%) but slightly lower than the average over 111 authorities (55%).
- 4.2 Satisfaction with the safety of walking or cycling in Barnsley was 56%, which is the same as the average over 111 authorities. However, satisfaction with the provision of safe crossing points for walking/cycling was 56%, which is lower than the average over 111 authorities (62%) and ranked Barnsley 107th.
- 4.3 Satisfaction with the safety of children walking or cycling to school was 51% which is also slightly lower than the average over 111 authorities (53%).

5.0 Impact of COVID-19 on Road Safety

- 5.1 The impact of COVID-19 on road injury is not yet clear as UK and local data is not yet available, and any effects are likely to change across the course of the pandemic as different restrictions have been imposed and are lifted. However, the following potential effects are worthy of consideration:-
- 5.2 Lower traffic levels but higher speeds – although there have been fewer vehicles on the roads during ‘lockdown’, there is evidence that this has been accompanied by increases in the numbers of people being stopped for excessive speeding.
- 5.3 Road adjustments to promote active travel and social distancing – these may promote ongoing lower levels of traffic. However, narrowed roads may be riskier for some road users.

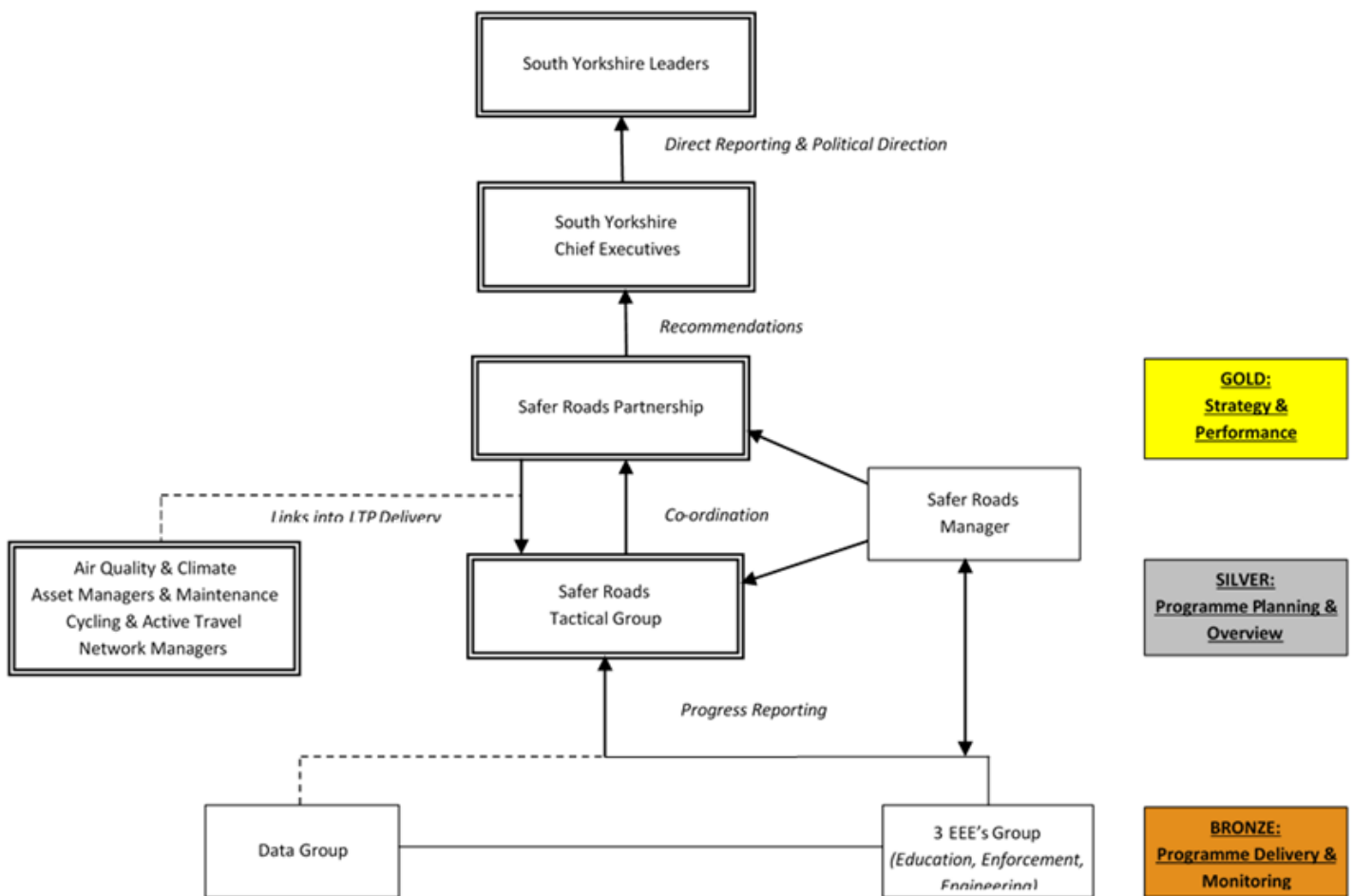
- 5.4 Discouraging the use of public transport – in order to reduce risk of COVID-19 transmission in confined spaces, individuals have been discouraged from using public transport. This may result in increased active travel or an increase in individual car use and higher traffic volume. This may also be linked to evidence of an increase in applications for motorcycle Compulsory Basic Training (CBT), hence there may be an increase in new and inexperienced motorcyclists on the road.
- 5.5 Driver fatigue – many fleets and drivers are operating at or beyond normal capacity, and as the Government has suspended the enforcement of drivers’ hours restrictions there is the risk of increased pressure and lack of proper breaks on driver behaviour.
- 5.6 Vehicle maintenance – with the temporary closure of most garages, the Government has had to suspend MOTs, and extend the intervals between more detailed inspections on larger commercial vehicles. There is likely to be a backlog of MOTs and services and an increased risk of mechanical failure-related incidents.
- 5.7 Driver readjustment to traffic levels with lockdown easing – drivers will need to adjust to the increased concentration required with higher traffic levels.
- 5.8 Commercial vehicle driver reinstatement - commercial vehicle drivers who have been furloughed may have not driven during lockdown, or only driven a private car on occasional short journeys. They will therefore need to time to readjust to the size and visibility restrictions of their vehicles.
- 5.9 Pedestrian behaviour – pedestrians will need to readjust to increasing traffic volumes.
- 5.10 Road safety activities – All face-to-face road safety education and training activities and attendances at events in South Yorkshire were suspended when ‘lockdown’ began in March 2020. Ongoing social distancing requirements have meant that none of these have recommenced. However, the SYSRP is working to train their staff to create digital versions of their educational packages. BMBC are creating digital content for road safety education for Barnsley schools and colleges to use as part of the new compulsory PHSE delivery.

6.0 Partnership Working

- 6.1 BMBC contributes £72,500 as a member of the South Yorkshire Safer Roads Partnership (SYSRP). This multi-agency, multi-functional partnership is made up of the four local highway authorities in South Yorkshire (Barnsley, Doncaster, Rotherham and Sheffield), South Yorkshire Police (including South Yorkshire Safety Cameras), South Yorkshire Fire and Rescue, the Peak District National Park, South Yorkshire Passenger Transport Executive, Highways England and the University of Sheffield.
- 6.2 The SYSRP’s primary objectives are to reduce the number of people killed and injured as a result of a road traffic collision and to make South Yorkshire roads safer. In addition to activities detailed below, the SYSRP central team collate comments from partners and submit responses to consultations and calls for evidence from the Department for Transport and others related to road safety matters, and offer support in bidding for relevant sources of external funding for priority road safety activity across South Yorkshire.
- 6.3 The SYSRP has three operational levels (Figure 4):-
 - Safer Roads Partnership operates at a GOLD: Strategy level
 - Reviewing the ‘Making SY Roads Safer’ strategy and approach
 - Challenge assumptions and mind-sets
 - Reviewing and directing resources including prioritisation and targeting

- Safer Roads Tactical Group operates at a SILVER: Tactical level
 - Development of the delivery and implementation plans
 - Oversee and monitor delivery of projects and schemes
 - Make recommendations for developing new interventions
- Education, Enforcement & Engineering's Group operates at a BRONZE: Implementation level
 - Delivery of individual projects/schemes
 - Ensuring key milestones/targets are met
 - Providing a 'project management' function

Figure 4. The South Yorkshire Safer Roads Partnership



7.0 Local Governance Arrangements

- 7.1 The BMBC Corporate Plan identifies the council's commitment to ensure that children and adults in Barnsley are safe from harm.
- 7.2 Governance for Road Safety currently sits within Highways although there is also a responsibility of public health.
- 7.3 There are some performance indicators for road safety in the Public Health plan, but these are more in relation to the educational sessions rather than broader issues such as KSI's. There are no performance indicators relating to road safety included in the corporate performance data set.

7.4 Road safety also has wider links to community safety and there needs to be connectivity into the Safer Barnsley Partnership and the Barnsley Community Safety Plan. This governance will give a holistic approach to road safety therefore the work will needed to be sighted by the Communities directorate.

8.0 Current Road Safety Activities

8.1 In 2019, a range of activities were undertaken by BMBC, the South Yorkshire Safer Roads Partnership (SYSRP) and other regional partners, which aim to reduce road injury. Activities and their uptake by Barnsley residents are briefly summarised below:-

	South Yorkshire Safer Roads Partnership	BMBC	Other Partners
Data Analysis	<ul style="list-style-type: none"> • Provision of STATS19 data summaries • Management of Microsoft Power BI interface 	<ul style="list-style-type: none"> • Annual analysis by Traffic Group to identify priority sites • Analysis of fatal incidents by Traffic Group • Commissioning of Annual Highways Public Perception Survey 	
Education	<ul style="list-style-type: none"> • Education sessions delivered in Barnsley to: <ul style="list-style-type: none"> - 120 primary children - 72 college students 	<ul style="list-style-type: none"> • Education sessions delivered in Barnsley to:- <ul style="list-style-type: none"> - 6,247 primary school pupils - 324 secondary pupils - 1,151 college students 	<ul style="list-style-type: none"> • Road safety sessions for all Year 6 students offered by South Yorkshire Fire and Rescue
Training	<ul style="list-style-type: none"> • CBT+ sessions attended by two Barnsley P2W riders • One free Safer Driving at Work session provided to a Barnsley business and three sessions purchased by regional bus company • Eight bespoke half-day classroom-based sessions provided for businesses in Barnsley (230 people) 	<ul style="list-style-type: none"> • Bikeability Barnsley; sessions in schools and community sessions 	<ul style="list-style-type: none"> • Biker Down! First aid/first on scene training offered by South Yorkshire Fire Service • BikeSafe sessions offered by South Yorkshire Police
Publicity	<ul style="list-style-type: none"> • Attendance at 11 events in Barnsley, engaging with 1,050 people • Broadcasting road safety messages and a calendar of campaigns through 	<ul style="list-style-type: none"> • Road Safety Technician attendance at seven events in Barnsley engaging with 352 members of the public • Some ad-hoc broadcasting of road 	

	their website and social media channels	safety messages via social media	
Other activities	<ul style="list-style-type: none"> • Collating comments from partners and submitting responses to consultations and calls for evidence from the Department for Transport • Coordinating and supporting funding bids by partners • Facilitating meetings of partners at three strategic levels 	<ul style="list-style-type: none"> • School Crossing Patrol provided in 30 schools in Barnsley • Promotion of Sustainable Travel Accreditation and Recognition Scheme • Reintroduction of Junior Road Safety Officers in Barnsley • Engineering measures 	<ul style="list-style-type: none"> • Enforcement of traffic legislation undertaken by South Yorkshire Police and South Yorkshire Safety Cameras

9.0 Evaluation of Road Safety Activities

- 9.1 At present there is no evaluation data available about individual road safety activities or programmes delivered by BMBC or the SYSRP. The NHT Public Satisfaction Survey 2019 incorporated questions about satisfaction with road safety education, however, this survey was disproportionately completed by adults aged 65+.
- 9.2 The survey results demonstrated that overall, public satisfaction with road safety education was 54% which is higher than the average over 111 authorities (52%) and ranked Barnsley 22nd.
- 9.3 Satisfaction with road safety training/education for children was 57%, for motorcycles was 54% and for young drivers was 51%.

10.0 Future Plans & Challenges

10.1 Current challenges in Barnsley in relation to road safety are:-

- Rates of KSI casualties among Barnsley residents higher than national levels and comparable authorities
- An unexplained rise in proportion of casualties incurring severe road injury since the introduction of the CRASH reporting system by South Yorkshire Police and implications for the usefulness of STATS19 data
- Lack of analysis of road injury data from other sources by the SYSRP
- Lack of evidence supporting current road safety activities, including lack of evaluation
- Low uptake of road safety training offered to motorcyclists/P2W riders by SYSRP among Barnsley residents
- Limited capacity of one BMBC 'Road Safety Technician' to provide educational activities equitably across Barnsley schools/colleges
- Lack of road safety activity targeted towards older adults
- Need to address public perception of road safety in Barnsley and to ensure safe routes for vulnerable road users (pedestrians/cyclists)
- Need for a Barnsley road safety strategy and co-ordinated local plan
- Impact of COVID-19 on road injury and the provision of road safety activities
- Data is not necessarily sighted at the right level to draw on the correct level of focus and investment
- Need to make sure that a preventative approach is adopted rather than a reactive one

10.2 In the future, BMBC plans to adopt a collaborative system-wide approach to road safety by:-

- further investigating how big the issue really is in order to put in place appropriate governance to tackle the issue
- developing a BMBC road safety strategy to ensure a whole council approach to road safety incorporating, safer roads, safer speeds, safer vehicles and safer road use
- establishing a multidisciplinary BMBC road safety group to ensure coordinated working
- continuing to address road safety with partners across the region
- reviewing the offer from SYSRP and how this complements BMBC road safety activities
- reviewing BMBC road safety activities and the role of the 'Road Safety Technician'

10.3 It also plans to establish access to high-quality road injury data and analysis by:-

- requesting an investigation of injury classification by South Yorkshire Police to ensure high quality casualty data recording by police officers
- interrogating HES data relating to hospital admissions resulting from road injury in Barnsley (BMBC Business Intelligence Team)
- requesting that the SYSRP data team establish permanent local authority access to STATS19 data via a Microsoft Power BI interface and in a format that could be interrogated locally

11.0 Invited Witnesses

11.1 The following witnesses have been invited to attend today's meeting to answer questions from the committee:-

- Paul Castle, Service Director, Environment & Transport, Place Directorate, BMBC
- Matt Bell, Head of Highways & Engineering, Place Directorate, BMBC
- Diane Lee, Head of Public Health, BMBC
- Phil Ainsworth, Public Health Senior Practitioner, BMBC
- Cllr Chris Lamb, Cabinet Spokesperson - Place (Environment and Transportation), BMBC
- Cllr Andrews, Cabinet Spokesperson for Public Health, BMBC
- Cllr Dave Leech, Barnsley Councillor and Chair of SYSRP
- Joanne Wehrle, Safer Roads Manager, SYSRP
- Superintendent Paul McCurry, South Yorkshire Police
- Inspector Jason Booth, South Yorkshire Police

12.0 Possible Areas for Investigation

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

- What are the challenges associated with the CRASH system and how can you compare performance against other authorities if they are using different systems?
- What work is done with school children, and their parents/carers, by all the groups represented on the Partnership, to ensure that children are safe, particularly around school and the surrounding areas?
- How has Covid-19 impacted upon the work with the community and what alternative delivery methods have been used to communicate safety messages?

- What work, if any, will need to be done in response to the factors identified as a potential effect of Covid-19 and the lockdown period?
- What steps need to be taken to ensure that the work is more proactive rather than reactive?
- How do you know whether your prevention activities are effective and reaching the right audience? What does the information tell you?
- What are the benefits associated with being in a regional partnership?
- Do you consider partnership working to be effective at all levels (Gold, Silver & Bronze), value for money, and is it positively benefitting the residents of Barnsley?
- How confident are you that the right data is being reported, in the right place, at the right time, to ensure that road safety issues are identified and acted upon appropriately?
- How does the council proactively manage its own occupational road risk?
- What barriers are there to improving road safety in Barnsley and what are the challenges faced by the individual services?
- What are the priorities for the next 12 months?
- What can members do to support the work around road safety and help to reduce the number of KSIs on Barnsley roads?

13.0 Background Papers and Useful Links

ROSPA Factsheet on Road Safety Guide for Councillors 2019 -

<https://www.rosipa.com/media/documents/road-safety/factsheets/road-safety-guide-for-councillors.pdf>

Public Health England Profiles (Fingertips) data:-

<https://fingertips.phe.org.uk/search/killed%20roads#page/0/gid/1/pat/6/par/E12000003/ati/102/are/E08000016/cid/4/page-options/ovw-do-0>

Department for Transport Road Safety data:-

<https://data.gov.uk/dataset/cb7ae6f0-4be6-4935-9277-47e5ce24a11f/road-safety-data>

NHS Digital Hospital Episode Statistics (HES) dataset:-

<https://digital.nhs.uk/data-and-information/data-tools-and-services/data-services/hospital-episode-statistics>

The National Highways and Transport Network (NHT) Annual Highways Public Perception Survey:-

<https://nhtnetwork.org/>

South Yorkshire Safer Roads Partnership Annual Report 2018 -

https://sysrp.co.uk/SYSRP/media/SYSRPMedia/Content/WhoWeAre/Strategies%20and%20plans/5-SRP-Annual-Report-final_2018.pdf

14.0 Glossary

BMBC	Barnsley Metropolitan Borough Council
CBT	Compulsory Basic Training
CIPFA	Chartered Institute of Public Finance & Accountancy
HES	Hospital Episode Statistics
HNA	Health Needs Assessment
KSI	Killed or Seriously Injured
NHT	National Highways & Transport Network
OSC	Overview & Scrutiny Committee
P2W	Powered Two-Wheeler Vehicles
PHE	Public Health England
SYSRP	South Yorkshire Safer Roads Partnership
WHO	World Health Organisation

15.0 Officer Contact

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