

Public Document Pack

MEETING:	Cabinet
DATE:	Thursday, 21 October 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

REGISTER TO ATTEND

This meeting will be webcast live and will be available to view via the Council's website.

Please note that in order to ensure that the meeting complies with current Covid-19 restrictions and public health advice, members of the public must pre-register if they wish to attend the meeting in person.

**Anyone who wishes to attend should email
governance@barnsley.gov.uk no later than 10.00am on
Wednesday, 20 October 2021**

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

Minutes

3. Minutes of the previous meeting held on 6 October 2021 (Cab.21.10.2021/3)
(Pages 5 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.21.10.2021/4)

Petitions

5. Petitions received under Standing Order 44 (Cab.21.10.2021/5)

Items for Decision/Recommendation to Council

Deputy Leader

6. Health and Wellbeing Strategy 2021 - 2030 (Cab.21.10.2021/6) (Pages 9 - 40)

Environment and Transportation Spokesperson

7. Town Centre and Principal Town Cleanliness Enhancements (Cab.21.10.2021/7)
(Pages 41 - 60)

8. Dearne Hall Lane, Dearne Hall Road, Miller's View, Miller's Grove and Dearne Hall Park, Barugh Green, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.21.10.2021/8) *(Pages 61 - 66)*
9. Furlong Road and Prospect Road, Bolton-upon-Deane, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.21.10.2021/9) *(Pages 67 - 72)*
10. High Street, Monk Bretton, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.21.10.2021/10) *(Pages 73 - 78)*
11. Manor Road and Barnsley Road, Cudworth, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.21.10.2021/11) *(Pages 79 - 84)*
12. Nanny Marr Crescent, (junction with Nanny Marr Road), Darfield, Barnsley - Proposed Waiting Restrictions (Cab.21.10.2021/12) *(Pages 85 - 90)*
13. Station Road, Worsbrough Dale, Barnsley - Proposed 'No Waiting at Any Time' Restrictions (Cab.21.10.2021/13) *(Pages 91 - 96)*

Regeneration and Culture Spokesperson

14. South Yorkshire Electric Vehicle Charge Point Programme (South Yorkshire Mayoral Combined Authority) 2021/22 (Cab.21.10.2021/14) *(Pages 97 - 108)*

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), Andrews BEM, T. Cave, Cheetham, Gardiner, Howard, Lamb and Platts

Cabinet Support Members:

Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Matt Gladstone, Executive Director Place

Melanie John-Ross, Executive Director Children's Services

Wendy Lowder, Executive Director Adults and Communities

Shokat Lal, Executive Director Core Services

Julia Burrows, Director Public Health

Neil Copley, Service Director Finance (Section 151 Officer)

Martin McCarthy, Service Director Governance, Member and Business Support (Monitoring Officer)

Garry Kirk, Service Director Legal Services

Michael Potter, Service Director Business Improvement and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

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

Wednesday, 13 October 2021

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MEETING:	Cabinet
DATE:	Wednesday, 6 October 2021
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Andrews BEM (Chair), Houghton CBE, T. Cave, Cheetham, Howard, Lamb and Platts

Members in Attendance: Councillors Cherryholme, Eastwood, Franklin, Frost, McCarthy and Tattersall

Members in Virtual Attendance: Councillor Gardiner

91. Declaration of pecuniary and non-pecuniary interests

Councillor Tattersall declared a non-pecuniary interest as Berneslai Homes Board member in respect of Minute Number 99.

Councillor Platts declared a non-pecuniary interest as St Helen's Ward Member in respect of Minute 102.

92. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 22 September 2021 had been called in.

93. Minutes of the previous meeting held on 22 September 2021 (Cab.6.10.2021/3)

The minutes of the meeting held on 22 September 2021 were taken as read and signed by the Chair as a correct record.

94. Decisions of Cabinet Spokespersons (Cab.6.10.2021/4)

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

95. Petitions received under Standing Order 44 (Cab.6.10.2021/5)

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

Adults and Communities Spokesperson

96. Integrated Care System: Barnsley Place Based Agreement (Cab.6.10.2021/6)

RESOLVED that Cabinet approves the Integrated Care System: Barnsley Place Based Agreement, as detailed in the report submitted.

Joint Children's and Core Services Spokespersons

97. Dedicated Schools Grant (High Needs Block): Management Action Plan (2021-2025) (Cab.6.10.2021/7)

RESOLVED that Cabinet endorses the proposals of the Local Authority's Dedicated Schools Grant (High Needs Block) Management Plan (2021-2025) for submission to the Department for Education (DfE) in accordance with the key actions indicated in Paragraph 4.24 of the report.

Environment and Transportation Spokesperson

98. Barugh Green Crossroads - Barugh Green Road, Higham Common Road, Cawthorne Road and Barugh Lane, Barugh Green, Barnsley - Proposed No Waiting at Any Time Restrictions (Cab.6.10.2021/8)

RESOLVED that Cabinet:-

1. Approves the proposal to enact a Traffic Regulation Order (TRO) to introduce 'No Waiting at Any Time' restrictions on the approaches to the crossroad junction of Barugh Green Road, Higham Common Road, Cawthorne Road and Barugh Lane, Barugh Green, Barnsley; and
2. Authorises the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council to make and implement the Traffic Regulation Order.

Regeneration and Culture Spokesperson

99. BMBC Landlord Accreditation Scheme (Cab.6.10.2021/9)

RESOLVED that Cabinet:-

1. Approves the proposals for a new Landlord Accreditation Scheme which is set out in Sections 5 and 6 of the report now submitted; and
2. Approves the procurement of LocalPad, via a contract waiver, as the preferred platform on which to host Barnsley's new Landlord Accreditation Scheme.

100. Principal Towns and Local Centres Investment Programme (Cab.6.10.2021/10)

RESOLVED that Cabinet:-

1. Agrees to the concept of developing and associated consultation on the proposed Principal Towns Investment programme;
2. Agrees the approaches for developing the priorities for all the Local Centres inclusive of associated engagement leading to the development of a local centre investment plan; and
3. Notes that a further report be provided in relation to the formal adoption of investment plans inclusive of a supporting funding strategy that stimulates private sector investment.

101. Exclusion of Public and Press

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

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

Regeneration and Culture Spokesperson

102. Laithes Lane Housing Development (Cab.6.10.2021/12)

RESOLVED that Cabinet:-

1. Approves the Housing Strategy and Growth Team to progress the delivery of seven bungalows at Laithes Lane, Athersley. The homes will be Council owned Housing Revenue Account (HRA) properties, managed by Berneslai Homes and let to applicants from the Council's Housing Register;
2. Approves the scheme costs. The scheme has previously been approved in principle and will be financed from the Council's approved Housing Investment Programme; and
3. Approves the appointment of the preferred contractor, to construct the seven residential properties.

.....
Chair

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BARNSELEY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF DIRECTOR OF PUBLIC HEALTH
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

Health and Wellbeing Strategy 2021 - 2030

1. PURPOSE OF REPORT

- 1.1 The aim of this report is to seek Cabinet's approval and endorsement of the refreshed Barnsley Health and Wellbeing Strategy (2021 – 2030), contained within Appendix 1.

2. RECOMMENDATIONS

- 2.1 It is recommended that Cabinet notes the content and principles contained within the refreshed Health and Wellbeing Strategy (2021 – 2030).
- 2.2 It is recommended that Cabinet approves and endorses the refreshed Health and Wellbeing Strategy, prior to being received by the Health and Wellbeing Board.

3. INTRODUCTION

- 3.1 Barnsley's Health and Wellbeing Board has a statutory duty under the Health and Social Care Act 2012 to produce a joint Health and Wellbeing Strategy. The previous strategy 'Feels Good Barnsley' ran from 2016 – 2020.
- 3.2 The purpose of the refreshed Health and Wellbeing strategy is to articulate the key strategic priorities for the Health and Wellbeing Board, whilst providing a justification for those priorities. It draws upon a range of sources including our Joint Strategic Needs Assessment (JSNA), the Public Health Outcomes Framework (PHOF), along with national policy research and other local intelligence, such as the Poverty Needs Assessment.
- 3.3 Similarly, the Strategy is intended to convey the Board's strategic position and how it will work in synergy with other key strategic Boards, such as the Barnsley 2030 Board, Safer Barnsley Partnership and the Children and Young People's Trust Executive Group (amongst others). The strategy is intended to complement other strategies and plans (e.g. the Health and Care Plan) by setting out our ambition and plan to achieve a Healthier Barnsley, through the combined efforts of partners on the Health and Wellbeing Board.
- 3.4 Indeed, Barnsley's Health and Wellbeing Board is a key delivery board for Barnsley 2030, and is integral to the Borough achieving its 2030 vision, with the primary focus being delivery of the Healthy Barnsley theme.

- 3.5 The refreshed strategy reflects on the impact of the Covid-19 pandemic on the state of the Borough's health and wellbeing; acknowledging that the pandemic has highlighted and exacerbated existing health inequalities within the borough. As we continue to realise the impact of Covid-19, the Health and Wellbeing Board will focus on ensuring that our recovery is fair and equitable and that we don't risk widening existing health and social inequalities across Barnsley.
- 3.6 We have set out our new strategy across a 'life course' approach, which sets a series of ambitions at different stages of a person's life from 'Starting Well' (pre-birth to 18 years), 'Living Well' (working age adults) to 'Ageing Well' (aged 65+). Whilst we have structured our Strategy in this way, many of the ambitions contained therein are applicable right across the life-course.

4. PROPOSAL AND JUSTIFICATION

- 4.1 The refreshed Health and Wellbeing Strategy sets a vision for a Healthy Barnsley which is:
All Barnsley residents are enabled to enjoy long, fulfilling and healthy lives in safe, strong and vibrant communities where every person is equipped with the skills and resources they need to thrive.
- 4.2 Keeping ourselves well is the key to living happy and productive lives – but not everybody has an equal chance of being healthy. The conditions in which we're born, grow, live, and work all influence our health and how we feel. Differences in health and wellbeing across the population and between different groups in society are known as health inequalities. One of the key themes of the refreshed Strategy, is to tackle health inequalities (and the causes of health inequalities) across the life course.
- 4.3 Within each stage of the life course, we set a series of ambitions. These are summarised below:

Starting Well:

1. Barnsley is a great place for a child to be born and every child is given the best possible start in life.
2. Fewer children live in poverty, and everyone has the resources they need to look after themselves and their families.
3. All our children and young people have a healthy diet and are physically active.
4. Barnsley will have a culture which promotes positive emotional health and wellbeing and builds resilience in our children and young people.

Living Well:

1. Everyone in Barnsley can access the resources they need to live a healthy life (including having a fulfilling occupation, access to a safe, warm and sustainable home and having a good friend to talk to).
2. Levels of mental ill health across the borough are reduced, by a

combination of prevention and ensuring people of all ages, have access to quality, age friendly services at the right time.

3. Everyone can safely be physically active, to support their physical and mental health.

Ageing Well:

1. Older people are able to live independent and active lives, enjoying their later years in comfort in their own communities, for as long as possible.
 2. Our older people have quality of life with choice and control over their care and support needs.
- 4.4 Clearly, many of the ambitions contained within the Strategy can apply right across the life course. Poverty, social isolation, physical activity and mental health all impact upon our health and wellbeing from our early years, right through to the end of our life. Nevertheless, we have placed each ambition where it felt most appropriate, with recognition that these areas impact people of all ages.
- 4.5 Each ambition within the strategy is justified through a range of data and evidence including national policy research (such as Marmot's 'Build Back Fairer'), and local data through our JSNA and PHOF.
- 4.6 Our strategy is both long term and ambitious. Whilst the Strategy is set over a 9 year period, to align with Barnsley 2030, performance against the strategy will be regularly reviewed by the Health and Wellbeing Board. The ambitions and actions contained within the strategy will be reviewed periodically and a Health and Wellbeing Board Delivery Plan will be produced, to monitor delivery against the Strategy.
- 4.7 The key, immediate priorities for the Health and Wellbeing Board are: improving the borough's mental health and ensuring that Barnsley is a great place for a child to be born.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The production of the Health and Wellbeing Strategy is a statutory duty of the Health and Wellbeing Board; therefore no alternative approaches have been considered.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The Health and Wellbeing Strategy sets the key strategic priorities for Barnsley's Health and Wellbeing Board, as set out above. Whilst there will be no direct, immediate impact on local people and service users, projects emanating from the strategy, as part of the Health and Wellbeing Board's work, will have a direct impact on people and these will be impact assessed accordingly.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultation on the financial implications of this Strategy has taken place with colleagues within Financial Services, on behalf of the Service Director and Section 151 Officer. There are no direct financial implications emanating from this Strategy.

8. EMPLOYEE IMPLICATIONS

- 8.1 There are no employee implications.

9. LEGAL IMPLICATIONS

- 9.1 Once approved and published, the Barnsley Health and Wellbeing Board will have discharged its legal duty to produce a joint Health and Wellbeing Strategy, as per the Health and Social Care Act 2012.

10. CUSTOMER AND DIGITAL IMPLICATIONS

- 10.1 The strategy will be available in digital format and published on the Council's website. Paper copies of the strategy will be available upon request.

11. COMMUNICATIONS IMPLICATIONS

- 11.1 The refreshed Health and Wellbeing Strategy will be launched publicly, with a significant focus on promoting the strategy on social media. The strategy contains a single image which is intended to share on social media and acts as a 'plan on a page' which succinctly summarises the entirety of the Health and Wellbeing Strategy.

12. CONSULTATIONS

- 12.1 The strategy has been informed by the voice of Barnsley Residents, through our 'A Day in the Life of' which was held in November 2020; our Children and Young People's Emotional Health and Wellbeing survey; and our Barnsley 2030 consultation.

13. EQUALITY IMPACT

- 13.1 Equality Impact Assessment Pre-screening completed determining that a light touch EIA is required.
- 13.2 It is anticipated that the delivery of this strategy will have an impact on the majority of the protected characteristics, particularly those groups of individuals that are likely to face barriers to accessing healthcare and who experience the greatest health inequalities (as identified within the Strategy). It is therefore important that individual projects are impact assessed to ensure that they are considering the diverse needs of our community in their planning and implementation.
- 13.3 Barnsley's Health and Wellbeing Board will guarantee that equality and

inclusion is considered within the delivery of the Health and Wellbeing Board Strategy 2021-2030. The Board will ensure that relevant schemes of work are appropriately impact assessed and that these assessments are used to inform the decision-making processes of the Board. This overarching Equality Impact Assessment will be reviewed in line with the review of the Strategy and a summary of the equality impacts will be provided to enable the Health and Wellbeing Board to further consider mitigations or appropriate action.

14. THE CORPORATE PLAN AND THE COUNCIL'S PERFORMANCE MANAGEMENT FRAMEWORK

- 14.1 Whilst the Health and Wellbeing Strategy is a partnership document, it does directly contribute to the Council Plan and Barnsley 2030, primarily focussing on the delivery of the Healthy Barnsley theme.

15. TACKLING THE IMPACT OF POVERTY

- 15.1 Within the refreshed strategy there is an ambition that directly addresses child poverty within the borough. Specifically, the Strategy outlines the following ambition:

Fewer children live in poverty, and everyone has the resources they need to look after themselves and their families.

- 15.2 The impact of poverty and deprivation on a person's health and wellbeing is evident throughout the strategy and tackling the causes of poverty is key ambition for the Board, across all stages of the life-course.

16. TACKLING HEALTH INEQUALITIES

- 16.1 Addressing health inequalities is one the key themes of the Health and Wellbeing Strategy, see paragraphs 3.5 and 4.2 above for further details.

17. REDUCTION OF CRIME AND DISORDER

- 17.1 Whilst the Health and Wellbeing Strategy is not directly aimed at reducing crime and disorder within the borough, the upstream determinants of crime are intrinsically linked with the wider social determinants of health. By taking action on these determinants, there will likely be the co-benefit of reducing crime and disorder within the borough.

- 17.2 The Health and Wellbeing Strategy is designed to complement existing strategies and plans such as the Safer Barnsley Partnership Plan by setting out our ambition to achieve a Healthier Barnsley, through the combined efforts of partners on the Health and Wellbeing Board. Indeed, the Health and Wellbeing Board will closely with other key Boards, including the Safer Barnsley Partnership to achieve mutually beneficial outcomes and avoid any duplication.

18. GLOSSARY

19. LIST OF APPENDICES

Appendix 1: Health and Wellbeing Strategy 2021 - 2030

20. BACKGROUND PAPERS

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

Report author: Ben Brannan, Senior Public Health Officer

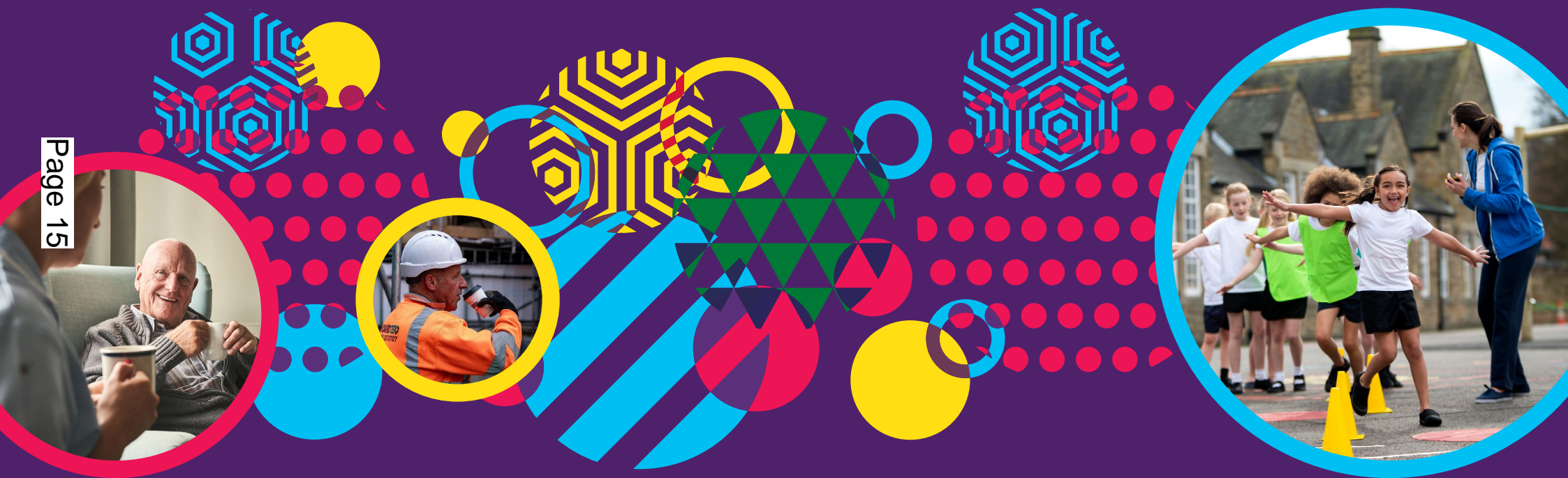
Financial Implications/Consultation



.....
David Graham – Finance Manager
(To be signed by senior Financial Services officer where no financial implications)

Barnsley Health and Wellbeing Strategy 2021 – 2030: the place of possibilities

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All Barnsley residents are enabled to enjoy long, fulfilling and healthy lives in safe, strong and vibrant communities where every person is equipped with the skills and resources they need to thrive.

Foreword

Barnsley's new Health and Wellbeing Strategy comes at a time when the borough is still realising the impact of Covid. Colleagues across the health and care system alongside our communities have worked incredibly hard since March 2020 to minimise the impact of Covid locally. Indeed, the pandemic has shown that when we work together as a system, we can achieve great things - from our Emergency Contact Centre, to our vaccination roll-out.

We must recognise the hard work of our colleagues and understand that everybody will need time to recover and that there will be challenges in the road ahead. However, the pandemic has shone a light on existing inequalities within our borough and it is therefore timely for us to develop our new local Health and Wellbeing Strategy. As we begin to recover from Covid we must do so in a fair and equitable way, ensuring that none of our communities are left behind.

Barnsley's Health and Wellbeing Board has identified two key priorities: improving mental health within the borough and ensuring Barnsley is a great place for our children to be born and for our young people to grow up.

Whilst these are our key current priorities, our strategy sets our vision for a Healthy Barnsley and is underpinned by a series of ambitions across the life course, that we hope to achieve from pre-birth through to end of life. The strategy strengthens the Board's commitment to reducing health inequalities within the borough by focussing on the wider determinants of health (such as housing, employment and education) to give everybody in Barnsley a fair opportunity to live a healthy life.

In order to achieve our vision, and reduce health inequalities, we'll need the commitment of everybody within Barnsley. From our partners, that sit on the Health and Wellbeing Board, to our businesses and our communities – we all have a role to play in delivering a Healthy Barnsley.



Councillor Jim Andrews BEM

Deputy Leader, Barnsley Council
Joint Chair, Barnsley Health and Wellbeing Board



Dr Nick Balac

Chair, Barnsley CCG
Joint Chair, Barnsley Health and Wellbeing Board

Our Strategy on a page

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Starting Well



Barnsley is a great place for a child to be born and every child is given the best possible start in life.

Fewer children live in poverty, and everyone has the resources they need to look after themselves and their families.

All our children and young people have a healthy diet and are physically active.

Barnsley will have a culture which promotes positive emotional health and wellbeing and builds resilience in our children and young people.

Our ambitions for a healthy Barnsley

Ageing Well



Older people are able to live independent and active lives, enjoying their later years in comfort in their own communities, for as long as possible.

Our older people have quality of life with choice and control over their care and support needs.

Living Well



Everyone in Barnsley can access the resources they need to live a healthy life (including having a fulfilling occupation; access to a safe, warm and sustainable home and having a good friend to talk to).

Levels of mental ill health across the borough are reduced, by a combination of prevention and ensuring people of all ages have access to quality, age friendly services at the right time.

Everyone can safely be physically active, to support their physical and mental health.

Our initial focus is on **improving Mental Health** for all ages and ensuring **Barnsley is a great place for a child to be born.**



We will reduce **health inequalities** by taking action on the **wider determinants of health.**



Role and Purpose of the Health & Wellbeing Board and Strategy:

Barnsley's Health and Wellbeing Board brings together system leaders from across the borough. The Board aims to improve physical and mental health and wellbeing for all people in Barnsley, through a combination of prevention and ensuring our health and care services meet the needs of our residents.

The Health and Wellbeing Board is a key delivery Board for [Barnsley 2030](#). Barnsley 2030 is our collective long-term vision and ambition for our borough. The Health and Wellbeing Board will focus mainly on the Healthy Barnsley theme of Barnsley 2030; we want everyone in Barnsley to lead a good life in good physical and mental health, with everybody having a sense of self-worth. We will work closely with the Barnsley 2030 Board to ensure we deliver on the 'Healthy Barnsley' theme, for the people of Barnsley.

We will also work closely with other key strategic Boards and partnerships, such as the Safer Barnsley Partnership Board, the Children and Young People's Trust Executive Group and the Alcohol Alliance (amongst others), to ensure that the health and wellbeing needs of residents are at the forefront of our collective consciousness. This Strategy is intended to complement other strategies and plans (e.g. the Health and Care Plan) by setting out our ambition and plan to achieve a Healthier Barnsley, through the combined efforts of partners on the Health and Wellbeing Board.

At the time of writing, the way that NHS services are provided is changing, with the development of Integrated Care Systems (ICS). Barnsley's Health and Wellbeing Board will work collaboratively with our ICS and our local Integrated Care Partnership Group (ICPG) and Integrated Care Delivery Group (ICDG) to ensure the best outcomes are achieved for Barnsley residents.

This strategy has been informed by a range of data and intelligence which has been produced both locally and nationally. The main source of evidence we have used for this strategy is our Joint Strategic Needs Assessment (JSNA) which is available online [here](#), and follows the same structure as our Integrated Care Outcomes Framework (ICOF). We've also relied on the Public Health Outcomes Framework which is also [available online](#).

The strategy has also been informed by the voice of Barnsley Residents, through our '[A Day in the Life of](#)' which was held in November 2020; our Children and Young People's Emotional Health and Wellbeing survey; and our Barnsley 2030 consultation.

Whilst this strategy is both wide-ranging and long term – the immediate focus of the Health and Wellbeing Board is twofold: to ensure that **Barnsley is a great place for a child to be born**; and to protect our residents' **Mental Health** through a combination of prevention and ensuring people can access good quality services, at the right time.

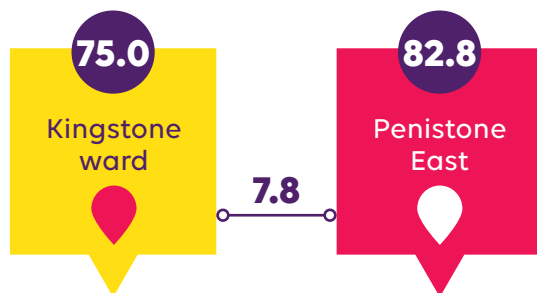
Our Vision for a Healthy Barnsley:



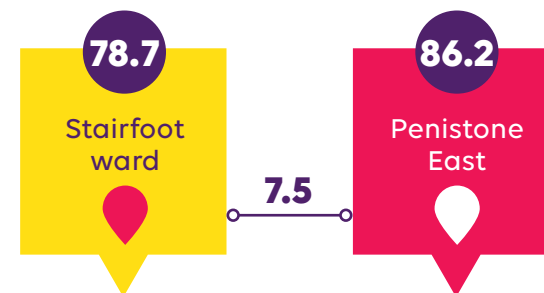
All Barnsley residents are enabled to enjoy long, fulfilling and healthy lives in safe, strong and vibrant communities where every person is equipped with the skills and resources they need to thrive.

Keeping ourselves well is the key to living happy and productive lives – but not everyone has an equal chance of being healthy. The conditions in which we're born, grow, live, and work all influence our health and how we feel. Differences in health and wellbeing across the population and between different groups in society are known as health inequalities. It is unfair and unjust that people can expect to live shorter lives, have poorer health and have less fulfilling lives, simply because of where they were born and who they are.

Within Barnsley, life expectancy at birth rates for men range from 5.0 years in Kingstone ward to 2.8 years in Penistone East (a gap of 7.8 years).



Life expectancy at birth rates for women range from 78.7 years in Stairfoot Ward to 86.2 years in Penistone East (a gap of 7.5 years).



Health inequalities are not caused by one single issue, but by a complex mix of environmental and social factors which play out in a local area. Tackling this complex web requires a joined-up, place-based approach, drawing on local assets and working together to improve outcomes for our local communities.

As we continue to realise the impact of COVID-19, we will focus on ensuring that no communities are left behind in our recovery; that our recovery is fair and equitable and that we don't risk widening health and social inequalities across the borough.

We have set out our strategy as a 'life course' approach, which shows what we will do to improve health and wellbeing across a person's life – from pre-birth to end of life. We have split this life course approach into 3 sections:



Starting Well (0 – 18 years)

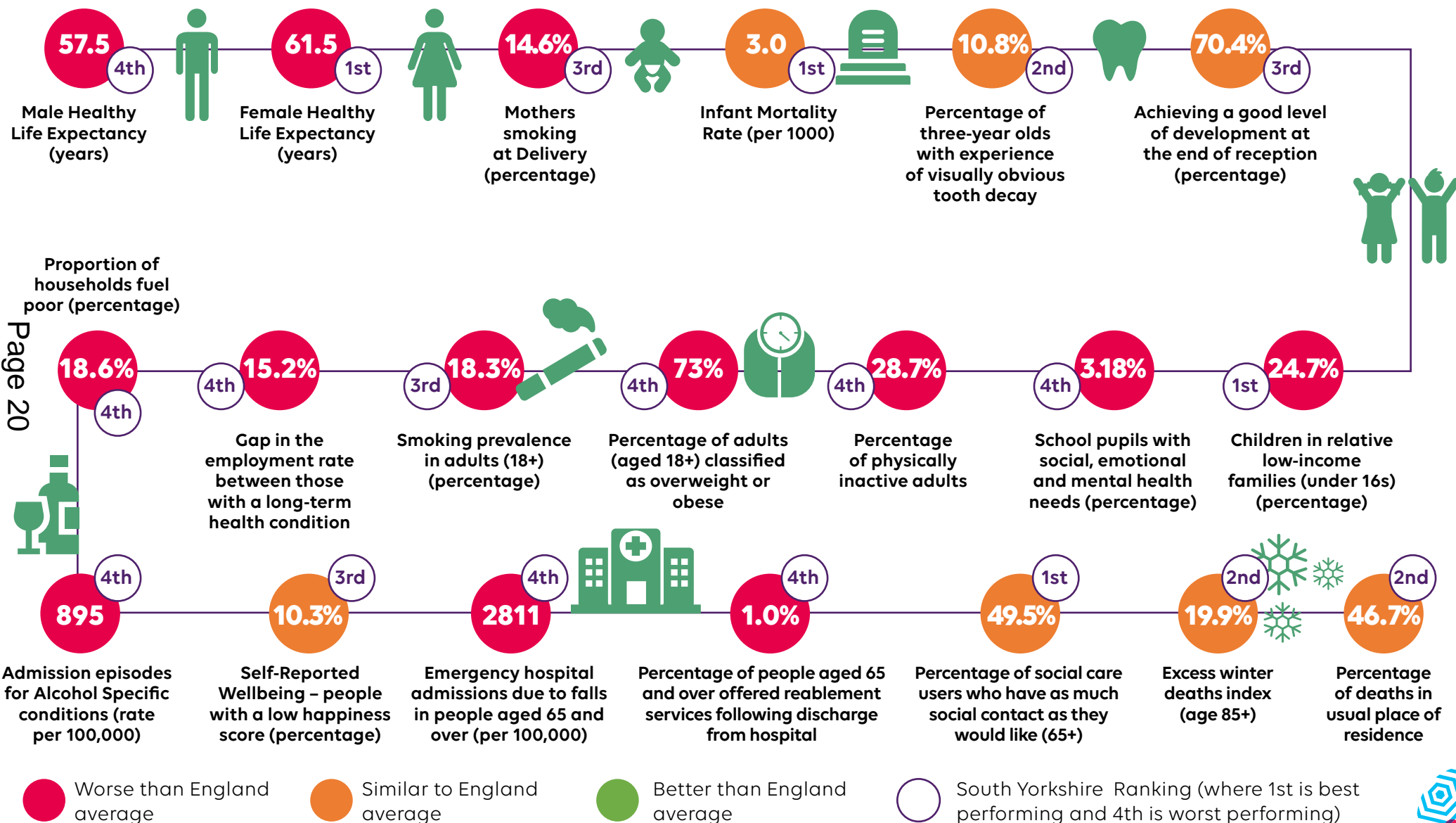


Living Well (working age adults)



Ageing Well (65+)

Based on our JSNA and the Public Health Outcomes Framework, we have developed a life course summary, which shows the key performance indicators for each area of the life course. This summary shows where we are now, and how we are performing compared with the rest of England and compared with our South Yorkshire neighbours. In order to enable comparison with other areas, we have only used published and publicly available data. This summary is designed to articulate the key areas we need to take action on to improve health and wellbeing in Barnsley.



Starting Well

There is a wealth of evidence which demonstrates the importance of a child's earliest experiences on their future development and their success as adults. **Ensuring Barnsley is a great place for a child to be born, is one of the key priorities for Barnsley's Health and Wellbeing Board.**



Our Ambitions for Starting Well are:

1

Barnsley is a great place for a child to be born and every child is given the best possible start in life.

2

Fewer children live in poverty, and everyone has the resources they need to look after themselves and their families.

3

All our children and young people have a healthy diet and are physically active.

4

Barnsley will have a culture which promotes positive emotional health and wellbeing and builds resilience in our children and young people.

1. Barnsley is a great place for a child to be born and every child is given the best possible start in life.

What happens during pregnancy and early childhood can impact upon that child's future prospects including levels of social and emotional development, employment prospects, and lifelong health outcomes (including life expectancy). We want families to be empowered to provide nurturing, safe and healthy environments for their children. By focussing on ensuring children are given the best possible start in life, we can generate the greatest societal and health benefits, for generations to come.

One way to give every child the best possible start in life, is to reduce the percentage of mothers who smoke throughout pregnancy. Smoking is the largest modifiable risk factor for poor birth outcomes and a major cause of inequality in child and maternal health. Evidence from our [JSNA](#) tells us that around 1 in 5 adults in Barnsley are smokers; and 14.6% of mothers smoke during pregnancy – which is significantly higher than the national rate of 10.4%.

Our vision is to create a smoke-free generation in Barnsley, where smoking prevalence is less than 5% and children and young people can grow up in a place free from tobacco. We'll continue the roll out of our smoke free high-streets and Healthy Hospital programmes, with a view to making smoking invisible in Barnsley.

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In addition, there's a wealth of evidence that demonstrates the impact that Adverse Childhood Experiences (ACEs) can have on a child or young person's development, including the potential to have a damaging impact on health and wellbeing across the life course. ACEs can include exposure to a variety of harms, including domestic abuse, substance or alcohol misuse, criminality or mental illness within the household.

Many children experience multiple adverse experiences simultaneously and the risk of poor health outcomes across the life course is amplified by the number of ACEs a child experiences. Those who experience multiple ACEs have an increased risk of disease, including heart disease, cancer, lung disease, liver disease, stroke, hypertension, diabetes, asthma, arthritis and mental health problems. Children living in deprived areas are more likely to experience ACEs compared with their more advantaged peers.¹

Acting on the causes of ACEs is essential to improve health, reduce inequalities and improve the quality of children and young people's lives. Similarly, tackling the causes of ACEs will have the co-benefit of improving parents' lives whilst preventing the transmission of disadvantage and inequality across generations.



1. *The impact of adverse experiences in the home on the health of children and young people, and inequalities in prevalence and effects (2015)*; Allen and Donkin of the UCL Institute of Health Equity, <https://www.instituteofhealthequity.org/resources-reports/the-impact-of-adverse-experiences-in-the-home-on-children-and-young-people/impact-of-adverse-experiences-in-the-home.pdf> (Accessed 28/06/2021)

Another way we can reduce health inequalities in Barnsley, is by improving breastfeeding rates, particularly in lower socio-economic groups and with young parents. Responsive feeding has benefit for mother and infant, including emotional attachment. Breastfeeding can be protective against obesity; indeed breastfeeding for the first 3 months of a baby's life can reduce the risk of obesity by 13% in later life. [Evidence from our JSNA](#) tells us that less than half of mothers in Barnsley in 2018/19 gave their babies breast milk for their first feed. This is significantly lower than the England rate of 67.4%. Just under a third of mothers continue to breastfeed their babies at 6 -8 weeks after birth, which is much worse than the England average of 48%.

2. Fewer children live in poverty, and everyone has the resources they need to look after themselves and their families.

Around one in three people in the UK will have experienced relative poverty at some stage in their life. In Barnsley, this is likely to be higher, as we are the 38th most deprived area in England (out of 317), and the second most deprived in South Yorkshire.

The causes of poverty are complex and intertwined, which makes preventing and tackling poverty a significant challenge. A range of factors including unemployment, low paid work and lack of affordable housing can all cause people to live in poverty.

Poverty can impact upon health across the life course. It's associated with shorter life expectancy in infants, and children living in poverty are more likely to suffer from chronic diseases and diet-related problems. Indeed, twice as many people are obese in the most deprived areas of the UK than in the least deprived areas. Poverty can affect a child's cognitive development, and those living in poverty are over three times more likely to suffer from mental health problems. Poverty levels have only increased as a result of the COVID-19 crisis; of the 700,000 people estimated to have been pushed into poverty in the UK during the pandemic, 120,000 were children. Poverty isn't just consigned to those who are unemployed; more than 70% of children facing hardship have at least one parent who works.

The impact of poverty can be severe. Disadvantaged children are estimated to be 4.5 times more likely to develop severe mental health problems than their more well-off peers. Living in poverty can also have a serious impact on a child's wellbeing. Some report feeling ashamed and unhappy and worry about their parents.

In Barnsley, there has been a 5.1% increase in the child poverty rate since 2014/15 to 33.3%. This compares to a UK average of 31%. There is disparity across the borough, with the largest growth in children in low income families since 2014/15 occurring in Darfield (+7%), Cudworth, (+6%) and Worsbrough (+6%).



Findings from our poverty needs assessment suggest that tackling poverty and inequalities will need a co-ordinated partnership response with place-based initiatives to support and promote employment, educational achievement, better health and improved social mobility.

The impact of poverty is also seen in educational attainment. In 2019, 25% of children receiving free school meals achieved grades 9 – 5 in GCSE English and Maths, compared with 50% of other children. Inequalities in educational attainment are closely related to a range of socioeconomic inequalities that children experience, which relate to lifelong inequalities in health. Evidence shows us that there are links between higher cognitive scores and both healthier lifestyles and better health outcomes; higher cognitive function is linked to a reduced risk of cardio-vascular disease and lower levels of depression. Similarly, strong communication and language skills in the early years are linked with success in education which leads to higher qualifications, higher wages and ultimately better health. Indeed, education has been described as ‘the single most important modifiable social determinant of health’² and those aged 30 years with the highest levels of education are expected to live four years longer than those with the lowest levels of education.

3. All our children and young people have a healthy diet and are physically active.

Being overweight or obese as a child can have a range of both direct and indirect implications. Direct health consequences of carrying excess weight as a child include: type 2 diabetes, hypertension, exacerbation of conditions such as asthma, and psychosocial problems such as social isolation, low self-esteem, teasing and bullying. Children who stay a healthy weight tend to be fitter, healthier, better able to learn, and more self-confident. They’re also much more likely to stay a healthy weight and be less likely to have health problems in later life. It is therefore hugely important that we encourage and enable children in Barnsley to live a healthy and active lifestyle and that children maintain a healthy weight throughout their childhood. This will help to ensure that our children transition into adulthood with good physical and mental health, increasing overall healthy life expectancy.

Evidence shows us that physical activity in young people can help improve focus levels, school performance, sleep and energy levels. Physical activity can help develop a child’s fundamental movement skills; help maintain healthy body weight; help build healthy bones, muscles, heart and lungs. Improved body image/ self-esteem; improve mental wellbeing including reducing feelings of anxiety, depression and anger; benefits on brain function including improving attention span; whilst also having obvious impacts on physical health.



2. How do our education and skills influence our health? (2017) Jo Bibby, <https://www.health.org.uk/infographics/how-do-our-education-and-skills-influence-our-health>

4. Barnsley will have a culture which promotes positive emotional health and wellbeing and builds resilience in our children and young people.

Children with a mental health problem face unequal chances in their lives, particularly where childhood mental health issues continue into adulthood. Transforming Children's Mental Health Services: A Green Paper suggests that one in ten young people has some form of diagnosable mental health condition. However, NHS Digital's most recent survey suggests that this figure is closer to 1 in 6 school-age children displaying a mental health issue. The NHS long term plan has committed to expanding mental health services for children and young people, reducing unnecessary delays and delivering care in ways that work best for children, young people and their families.

In Barnsley, there has been a significant increase in referrals citing emotional health and wellbeing as the main concern over the past 12 months. Early Help data as of 31st March 2021 shows that 3,544 children and young people were subject to Early Help Assessments, this figure has increased month on month and is an increase of 846 compared to the same month in 2020. 35% of all early help assessments were completed with a primary concern of emotional health and wellbeing.

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It is expected that the COVID-19 pandemic will have a long-lasting impact on the emotional health and wellbeing of children and young people. In April 2021 a review of the statistical evidence of children attending Barnsley ED with Mental Health concerns was completed. There has been a 45% increase in attendance to Barnsley ED as a result of anxiety/ depression/ low mood, alongside this there was a 6% rise in admissions due to overdose.

In order to tackle this, we want Barnsley to have a robust system in place to promote positive emotional health and wellbeing and build resilience amongst our children and young people. Early signs and indicators of poor emotional health and wellbeing will be recognised, and all children and young people will have access to the right support at the earliest opportunity. We want all children and young people to have access to high-quality emotional health and wellbeing support linked to their school or college. This support will be accessible and equitable across the borough.

We will also ensure there are regular opportunities for meaningful engagement with children, young people and their families and all services will involve children and young people in service development, design and review.



What we will do:

- Reduce the percentage of mothers that smoke at the time of delivery in line with national trends.
- Deliver a new multiagency action plan to prevent Sudden Unexpected Death in Infancy (SUDI) and ensure that safer sleep work is embedded through a whole system approach.
- Take action on the causes of adverse childhood experiences, to enable all children to have the best start in life.
- Develop a household level 'Poverty Index' for the Borough to inform targeting of preventative work.
- Continue to work closely with school catering teams in the development of new and existing menus so that children across Barnsley have access to hot nutritious and enjoyable school meals throughout the school week and in the school holidays through our Healthy Holidays programme.
- Sign up to the Healthy Weight Declaration as a Health and Wellbeing Board.
- Refresh Barnsley's Physical Activity Strategy, to have a greater emphasis on health inequalities.
- Continue to develop the multi agency approach to CYP Emotional Health and Wellbeing through the CYP Emotional Health and Wellbeing group to improve the journey through mental health services for children, young people and their families.
- Undertake a needs assessment to understand the current landscape of services and provision for vulnerable young people and consider a proposal to identify how the needs of vulnerable children and young people can be met.
- Develop a true Single Point of contact for children, young people and their families where all requests for support around emotional health and wellbeing will be accepted through one 'front door'.



Living Well

Not everyone has the same opportunity to live a healthy and satisfying life. To understand why, we need to look at the bigger picture; various social and environmental factors affect a person's chances to be healthy – these are known as the wider determinants of health. Factors that can impact a person's opportunities to lead a healthy lifestyle include: employment, their surroundings, financial resources, housing, education and skills, access to food, transport and social connections. Barnsley's Health and Wellbeing Board will focus on these wider determinants of health, to ensure everyone has a fair opportunity to live a healthy life.

Our ambitions for living well are:

1

Everyone in Barnsley can access the resources they need to live a healthy life (including having a fulfilling occupation; access to a safe, warm and sustainable home and having a good friend to talk to).

2

Levels of mental ill health across the borough are reduced, by a combination of prevention and ensuring people of all ages, have access to quality, age friendly services at the right time.

3

Everyone can safely be physically active, to support their physical and mental health.

1. Everyone in Barnsley can access the resources they need to live a healthy life.

Often, those at the greatest risk of poor health tend to have the least access to beneficial living and working conditions, such as good quality housing, a secure and fulfilling occupation and a safe environment. This is why Barnsley's Health and Wellbeing Board will focus on improving these wider determinants of health; to enable everyone in Barnsley to have a fair opportunity to lead a healthy and fulfilling life.

One of the key determinants of health is the home and community in which we live. Where we live is so important to our physical and mental health – it's where we grow, relax and take refuge from the outside world.

We want everyone in Barnsley to have access to a safe, warm and sustainable home that supports their wellbeing. A home that supports wellbeing must be affordable, a place where we feel safe and comfortable, a place that meets the needs of the occupiers and a place where we feel connected to our community, work and services. In contrast, poor quality and inadequate housing contribute to health problems such as chronic diseases and injuries, increase health inequalities, and have harmful effects on childhood development. Mental health conditions such as depression and anxiety are exacerbated by poor quality housing, overcrowding and affordability.

Having a warm home is also important. Unfortunately, not everyone in Barnsley is able to heat their homes effectively. Cold homes bring a risk of ill health and death, including increased risk of: childhood asthma, poor attainment in children; social isolation (across ages); physical health conditions (especially cardiovascular and respiratory conditions); mental health conditions (especially depression and anxiety); and reduced strength and dexterity, increasing the risk of falls.

The new 'Low Income, Low Energy Efficiency' (LILEE) indicator suggests Barnsley has a significant higher proportion of households that are fuel poor; with Barnsley rates of fuel poor households being 1.8% higher than the regional average and 5.2% higher than the national.

Like poverty, fuel poverty is a complex issue to address, but we can make a difference by improving energy efficiency of homes and reducing the cost of fuel bills.

Another key determinant of health and wellbeing is employment. Having a job is good for our health, but the quality of our jobs is important. Vulnerable groups, such as those already living in poverty or with low incomes, people with long term health conditions or mental health issues face major barriers for getting into, and staying in, good quality work.





This is an issue that can be addressed by supporting individuals into appropriate skills & employment, resolving barriers and by working with employers to enable healthy work environments. Improving health inequalities is a key aim in Barnsley Council's More & Better Jobs Strategy and the draft Inclusive Recovery Strategy.

A further risk to people's ability to lead a healthy lifestyle is climate change. Climate change is already damaging the health of populations in the UK and has the potential to increase existing health inequalities. At a population level poor air quality, or air pollution, is the largest environmental risk to public health in the UK. Long term exposure, over weeks, months and years, can cause and exacerbate chronic health conditions such as cardiovascular, respiratory diseases and lung cancer, leading to reduced healthy life and life expectancy. It is estimated that long term exposure to man-made air pollution in the UK has an annual effect equivalent to between 28,000 to 36,000 deaths brought forward. Short-term exposure, over hours or days, to elevated levels of air pollution (called Air Pollution Episodes APEs) can cause a range of health impacts including effects on lung function and exacerbation of asthma with increases in respiratory and cardiovascular hospital admissions and mortality. The benefits of tackling air pollution also have co-benefits of improving health and wellbeing including improvement in overall environment quality, increased physical activity and uptake of active travel and climate change mitigation. Multiple interventions, each producing even a small benefit, can act cumulatively to produce significant overall benefits. Tackling climate change, through a reduction in Carbon Emissions is a key priority for Barnsley's Health and Wellbeing Board, as seen in Barnsley Council's [Sustainable Energy Action Plan \(SEAP\)](#) 2020 – 2025 and the NHS' [Delivering a 'Net Zero' NHS](#) Green Plan.

2. Levels of mental ill health across the borough are reduced, by a combination of prevention and ensuring people of all ages have access to quality services at the right time.

Mental health is shaped by wide-ranging factors including the social, economic and physical environments in which people live. It is acknowledged for example, that people on low incomes have higher rates of mental health conditions, particularly severe and enduring problems, than those in higher income groups.

Mental health and wellbeing is therefore everyone's business and only by coming together to address the wider factors that affect mental health, by improving services and focusing on prevention, will Barnsley achieve its ambition of being a mentally healthy community.



Our JSNA tells us that the estimated prevalence of common mental health disorders in Barnsley (depression or anxiety) is 19%; which is higher than both the regional and national averages. Barnsley's mortality rate in adults with a serious mental illness (SMI) is significantly higher than the England rate and the **second highest in the Yorkshire and Humber region**. Barnsley has the highest rate of hospital admissions due to self-harm in the Yorkshire and Humber region – and the rate increases in our more deprived communities.

Barnsley has recently established a 'Mental Health Partnership' which brings together leaders from across the borough in order to hold the system to account and drive improvements in mental health within Barnsley. Improving mental health within Barnsley is one of the key priorities for the Health and Wellbeing Board. We will therefore be publishing a separate Mental Health Strategy which focusses specifically on improving mental health in Barnsley. The Mental Health Strategy will follow a number of key principles and themes, including:

- Ensuring that service re-design and future service developments are co-produced with people with lived experience.
- Recognising the impact of trauma and adversity on peoples' mental health.
- Having a strong focus on the wider determinants of mental health and illness.
- Ensure parity of esteem.
- Challenging stigma and prejudice.
- Ensuring actions and service developments / design are evidence-based.
- Adopting a recovery focus where possible.
- Addressing issues of inclusion and diversity.
- Adopting a focus on prevention and early intervention with education being the key focus.



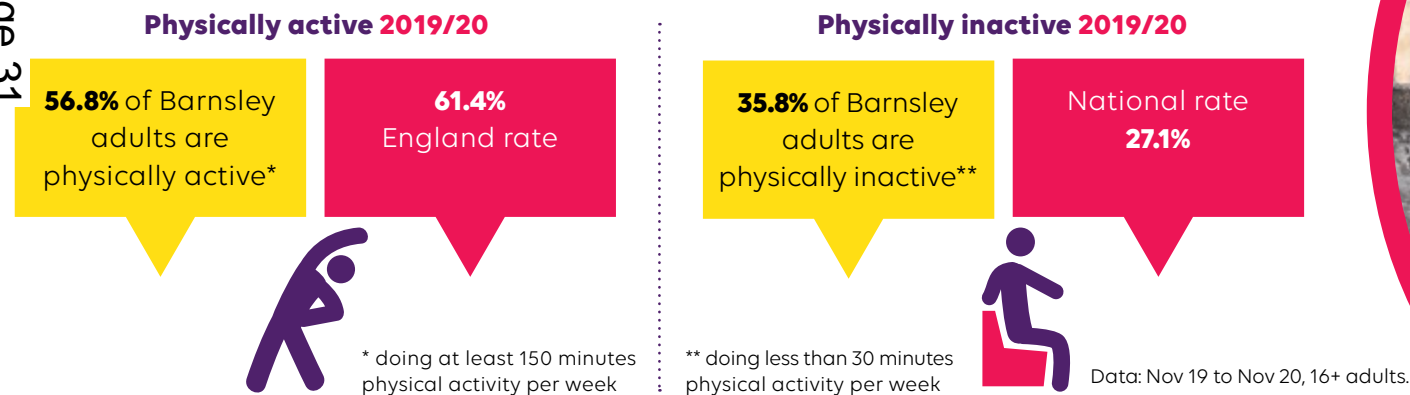
3. Everyone can safely be physically active, to support their physical and mental health.

The benefits of being physically active are well established for adults. Regular participation in physical activity can reduce the risk of many chronic conditions including coronary heart disease (CHD), type 2 diabetes, cancer, stroke, obesity, dementia, mental health illness and musculoskeletal conditions. Physical activity helps to strengthen the heart, lungs and bones, improving our mood and reducing anxiety.

Being active can have a hugely positive impact on individual's health. By increasing physical activity levels, we can reduce health inequalities, enabling more people to enjoy good health for longer. Importantly physical activity improves our quality of life through immediate and long-term benefits.

Conversely, physical inactivity is strongly associated with the development of chronic diseases; the process of cardiovascular disease begins in childhood and associated risk factors including inactivity and obesity track through adolescence into adulthood.

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One way we can increase physical activity levels is through Active Travel. Barnsley Council's Active Travel Strategy aims to create a borough where active travel is a preferred choice, supported through a network of high quality, safe and inviting cycle routes and footpaths for all people to use. By increasing active travel, we can improve health and reduce health inequalities whilst having the co-benefit of improving air quality.



What we will do:

- Build additional homes in Barnsley that are warm, sustainable and affordable – to enable all Barnsley residents to have a home that supports their health and wellbeing.
 - Raise awareness of hidden harm and vulnerability in owner-occupied and private rented housing by developing strong and supportive community networks to recognise the risk factors relating to poverty, loneliness, isolation or those affected by self-neglect or hoarding.
 - Link housing improvement priorities to public health and wider social care agendas across the system to address inequalities leading to poorer health outcomes.
 - Provide a borough wide single point of access for cold homes to address key drivers of fuel poverty (income, energy efficiency and fuel prices).
 - Address affordable warmth through capital improvements to properties in the private sector for those residents with health impacts made worse by the cold.
- Ensure that all Barnsley residents have the opportunity to benefit from being more physically active, as set out in the Physical Activity Strategic Plan. We will refresh our Physical Activity Strategy, to have a greater focus on reducing health inequalities.
- Continue to reduce carbon emissions across the borough through our SEAP and NHS Green Plan.
- Continue to support & deliver employment support schemes, particularly amongst the most vulnerable groups.
 - Continue to develop the BeWell@Work scheme to support employers to build healthy work environments.
 - Deliver a comprehensive programme of Mental Health First Training for staff/managers.
 - Develop and publish a new, comprehensive all-age mental health strategy for Barnsley, which will be held to account through Barnsley's new Mental Health Partnership and the Health and Wellbeing Board.
 - Aim to improve the lives of the most disadvantaged in our communities the fastest, by improving outcomes for people who are on homeless, misuse substances or alcohol and/ or have a serious mental illness.



Ageing Well

Ageing well happens throughout a person's life, not just in old age. Starting well and living well both lay the foundations for healthy ageing. Our ambitions for ageing well are:

1

Older people are able to live independent and active lives, enjoying their later years in comfort in their own communities, for as long as possible.

2

Our older people have quality of life with choice and control over their care and support needs.

1. Older people are able to live independent and active lives, enjoying their later years in comfort in their own communities, for as long as possible.

Barnsley's population is growing and ageing. Around 19% of our population is 65 years old or over and the number of residents aged 65+ is predicted to reach 60,800 by 2030; a change of 33% from 2016. Evidence tells us that older life is where health inequalities can be most stark; especially for older people who are socially isolated and have poor mental wellbeing. We want Barnsley to be a great place to grow older, and be a place which celebrates and recognises the successes and benefits of an ageing population.

Barnsley has joined the UK network of Age Friendly Communities and working together we want everyone in Barnsley to enjoy healthy and active ageing. Age Friendly communities make it possible for people to continue to stay living in their homes, participate in the activities they value, and contribute to their communities, for as long as possible. Being an Age Friendly community is not about achieving a standard. It's about taking the decision to make improvements at whatever pace we can.



We will remove barriers to create more opportunities for older adults to contribute to society. We want to provide workplaces that support health at work, create flexibility in roles if needed, and recruit, develop, promote and retain staff of every age. We want to implement policies and practices that support unpaid carers. We want an inclusive approach to supporting older adults to volunteer, including opportunities for older people to provide mentoring and peer support.

There should be a focus on extending opportunities to remain engaged with creative, learning and cultural activities as we age. We want to remove barriers to participation by providing more flexible opportunities for engagement and access to affordable transport, and by ensuring people's contributions are valued and that they are supported to develop new skills.

Loneliness and social isolation are different, but related concepts. Loneliness is a subjective feeling that relates to a person's perceived quality of relationships and the gap between a person's desired levels of social contact and their actual levels of social contact. Whereas, social isolation is an objective measure of the number of social contacts that people have – it is about the quantity, not the quality of these relationships.

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

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Female Barnsley resident, aged 72, on the impact of COVID-19 containment measures.

Feeling lonely most or all of the time can have a serious impact on a person's health and wellbeing. Evidence tells us that loneliness is linked to early deaths and its health impact is thought to be on a par with other public health priorities like obesity and smoking. Loneliness is associated with increased risk of coronary heart disease, stroke, mental health issues, low self-esteem and an increased risk of dementia.

Loneliness can be experienced at all ages, but evidence shows that the likelihood of experiencing loneliness increases with age and is also more prevalent amongst ethnic minorities and LGBT people.

To support people to remain connected as they age, we want to ensure the provision of accessible transport links and good quality green spaces, maintain services and facilities as close to people's homes as possible, and adopt a range of community-centred approaches that support and encourage community participation among people of all ages.

Ensuring good homes and communities to help people remain healthy, active and independent in later life. Poor housing can contribute to and exacerbate many long-term health conditions. We want to improve the quality of our existing mainstream housing stock and future-proof new homes, ensuring they are built to be accessible and adaptable. We also want more diverse housing options that meet the needs of older

adults across all tenures – home ownership, social housing and the private rented sector. With a growing proportion of older private renters, we want to improve conditions in the poorest quality private rented accommodation and identify ways of supporting low income owner-occupiers to access funds to repair and improve their homes.

Excess Winter Deaths Index (EWD Index) is the excess winter deaths measured as the ratio of extra deaths from all causes that occur in the winter months compared with the expected number of deaths, based on the average of the number of non-winter deaths. Excess winter deaths represent an important health inequality – people who experience greater socioeconomic deprivation are more likely to be affected. There are evidence-based interventions to address EWD and many EWD are seen as avoidable. Excess Winter Deaths are a complex issue that includes cold homes, falls, weather, level of flu/ COVID-19 in circulation and resilience and health of the population that needs a whole system approach to address.

Evidence from our [JSNA](#) and the Public Health Outcomes Framework, tells us that Barnsley's 2018-2019 excess winter deaths rate of 17.7% is not significantly different to the England rate of 15.1%. When compared to nearest neighbours, Barnsley's rate is the joint 6th highest. For people aged 85 and over, our excess winter death rate was 19.9%, which is similar to the England average of 18.2%.

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Falling can happen to anyone – but the risk is particularly great, and the consequences are more severe in older people. Around 30% of over 65s in Barnsley living at home will fall each year. This rises to 50% for those aged 80 or over who are living at home or in care homes. Of these falls, 20% of people will require medical attention. 5% of those who fall in a given year will suffer from fractures and hospitalisation. In 2017/18 there were 1,302 emergency hospital admissions due to falls in people aged 65 and over.

In addition, the human cost of falls includes pain, injury, distress, loss of confidence and a greater risk of death – around a third of people who experience a hip fracture die within a year, usually caused by underlying health conditions (of which the fall may be a symptom), rather than the fracture itself.

Falls are linked to a range of risks, which often coexist in older people including medical conditions, the effect of prescribed medication, physiological changes (i.e. deteriorating eyesight or loss of muscle strength and balance), environmental hazards (like cold rooms, ill-fitting shoes and slippery surfaces) and lifestyle factors (i.e. physical inactivity and alcohol consumption).

Whilst preventing falls may be complex; falls are not inevitable. Falls are not a normal part of the ageing process and many can be prevented using interventions that are evidence based and effective. Some of these interventions may be specific to preventing falls (such as muscle strengthening and balance training) however, we also need to ensure that our communities enable healthy ageing. If our older people are able to move about easily, to access public transport and to feel safe within their communities, this all contributes to preventing falls whilst also enabling older people to age healthily.



2. Our older people have quality of life with choice and control over their care and support needs.

Improved living standards, medical advances and public health initiatives have given many of us longer lives. Someone 65 years old today can expect to live to 85, nearly 10 years longer than their parents' generation. By 2041, one in 4 people living in the UK, around 20.7 million individuals, will be aged 65 and over. These additional years of life offer great opportunities for us as individuals, for communities, for society, and for the economy.

However, not everyone benefits equally from longer lifespans. An accumulation of disadvantages in education, employment and living conditions and variations in social care and health services mean that people in the most deprived circumstances can expect to spend 20 fewer years in good health than those who are better off and live in the least deprived areas of the country. And many of us, wherever we live and whatever our income, may have mental or physical health conditions and functional limitations as we age that we need to manage well to enjoy a high quality of life in later years.

If people experience a decline in their health and functional ability, we want to ensure they have timely access to high quality health, care and rehabilitation services and to personalised support and adaptations that will help them remain independent. A person's changing needs should not be a barrier to maintaining or improving health and being able to continue to do the things that they value.

Narrowing inequalities in years of life lived in good health between richer and poorer people, between different population groups and between different areas of the country – focussing efforts on those most at risk. Ageing is inevitable but how we age is not. Collectively, we need to act across the life-course to ensure that everybody has the same opportunities to achieve a good education, good work, financial security, a decent home, and to develop and maintain connections to family, friends and a supportive wider community. These are the protective factors that underpin good mental and physical health and that help people develop and maintain resilience throughout their lives. Those who have not built up this resilience are more disabled by their environments – such as poor housing – in later life. Alongside this, we want to ensure that health and social care services are timely, appropriate and accessible to the whole population, irrespective of wealth or geographical location.



What we will do:

- Encourage all partner organisations to sign up to the Healthy Ageing Consensus Statement.
- Ensure that Barnsley is an Age Friendly town and that Barnsley is a good place for people to live and age well.
- Continue to encourage flu and Covid-19 vaccination uptake amongst all those who are eligible.
- Take learning from correlation between EWD and COVID-19.
- Continue to raise awareness of the causes of Excess Winter Deaths and the support available through coordinated communications campaign.
- Develop a collaborative cold weather plan (2021 – 2022), aligned with emergency planning.
- Implement our Better Lives Programme 2021 – 2024, which aims to:
 - Promote wellbeing and personal & community resilience
 - Maximise recovery and promote independence so people can live independently in their own communities as long as possible
 - Improve the quality of life for people with care and support needs
 - Provide choice and control for people who have care and support needs
 - Ensure value for money and the best use of the Barnsley pound
- Support Barnsley's Carers through the development of a new Carers' Strategy.
- Continue to support the reduction of social isolation and loneliness across all age groups.
- Work with experts to review and implement a new 'Front Door' Model for health and social care in Barnsley.
- Identify appropriate data indicators to measure ageing well.
- Implement the Barnsley Falls Prevention Plan, which aims to promote health and wellbeing across the life course, building on an individual's strengths, to prevent falls in later life.
- Build homes which are sustainable for life, supporting people to live in their communities for longer.
- Review the impact of COVID19 on older people, particularly those aged 70+ years old or with long term health conditions who had to isolate within their own homes.
- Deliver Barnsley's Health and Care Plan and continue to progress work to integrate health and social care services, ensuring that integrated services are the best they can be.



Conclusion:

The Health and Wellbeing Board brings together local anchor institutions, who will work together to improve outcomes for our Barnsley residents. Our strategy for a 'Healthy Barnsley' is both long-term and ambitious, taking action across the life course to improve the health and wellbeing of everyone in Barnsley. We will focus on reducing health and social inequalities to enable everyone in Barnsley to have the opportunity to live a healthy and satisfying life. Our immediate focus is on improving mental health in Barnsley and ensuring Barnsley is a great place for a child to be born. We know we can't do this alone, and it will require support and commitment from our communities, and change at societal level – by harnessing the Barnsley spirit that has been evident throughout the COVID-19 pandemic, we're confident we can continue to deliver a Healthy Barnsley.



Thank you for reading our Strategy.

To find out more please email **publichealth@barnsley.gov.uk**
or visit **www.barnsley.gov.uk/services/health-and-wellbeing**

BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF
THE EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public report

Town Centre & Principal Town Cleanliness Enhancements

1. PURPOSE OF REPORT

- 1.1 To set out the new town centre service schedules to support the opening of the Glass Works development.
- 1.2 To provide an update on progress of principal town walkabouts and producing service schedules.

2. RECOMMENDATIONS

- 2.1 For Cabinet to support the report and its appendices that set out the new service schedules for the town centre; and
- 2.2 For Cabinet to support the ongoing work at principal towns
- 2.3 For Cabinet to support the service enhancements set out in section 4.6 & 4.7

3. INTRODUCTION

- 3.1 The opening of the Glass Works within the town centre is a significant opportunity to improve our offer to visitors. The customer experience must be positive to ensure that people keep visiting and returning to the town centre to shop, work or experience the cultural offer.
- 3.2 In addition, we have invested in our principal towns to improve the overall environment, the local economies and create employment. Further work is required to ensure that the service schedules are appropriate and communicated with Area Councils to ensure improved alignment with commissioned or volunteering resources.

4. PROPOSAL AND JUSTIFICATION

- 4.1 Presently there are several different council services contributing to the visitor experience in the town centre. Initiatives such as *Joining Forces* and the Purple Flag accreditation are bringing services closer to work together to improve the customer experience. All this is brought together in the Town Centre Programme Board which has developed a 'coordinated way of working' on the place management of the Town Centre. This Board has also developed a detailed integrated Town Centre Action plan which will be shared with Members in due course.

- 4.2 Each of the services relating to the cleanliness and maintenance of the town centre are set out in the report and its appendices map out the allocation to different services of this work within the town centre. As part of this review, it is evident that there is an opportunity to enhance the present partnership and develop relationships further with other services and stakeholders.
- 4.3 Each directorate that provides cleansing and maintenance services within the town centre has contributed towards the generation of this town centre service schedule.
- 4.4 The following process was used to determine the improvements required.
 - 4.4.1 Site walkabouts to consider the overall condition of the town centre - Appendix three. Each site visit sets out key immediate actions and areas of required investment.
 - 4.4.2 Consideration of the current service offer in Barnsley town centre and the principal towns, with identification of the gaps and opportunities to improve the present offer.
 - 4.4.3 Consideration of the multiple different 'town centre' boundaries. Different services have different "town centre" locations and boundaries to work with, Safer Neighbourhoods Team, Parking Services, Neighbourhood Services and Highways and Engineering Services. Clarifying these boundaries has been done with the aim of providing a definitive town centre location for all services to work to.
 - 4.4.4 In the town centre, a further degree of analysis based upon the Glass Works proposed service level agreement and how the new proposed service levels for the town centre would contextually sit alongside each other.
 - 4.4.5 The present governance arrangements to oversee operational management of the town centre.
- 4.5 Appendix One sets out the proposed boundaries of the Town Centre to be implemented, considering all Council services. The principal area will follow the legal area defined by the current public spaces protection order (PSPO) this is co-terminus with the Neighbourhood Services and Highways definitions of the town centre. Within this area is the Glass Works public realm boundary and within this the Glass Works service charge boundary. For the purposes of this report and its appendices the outer zone will be referred to as Town Centre Zone and the Glass Works Service charge boundary as Glass Works Zone.
- 4.6 In the delivery of the proposed Town Centre Zone service schedules, there are some areas of revenue investment required.
 - 4.6.1 Attending to issues of cleanliness outside of current service hours 06:00 – 18:00. Creating a 3rd Town Centre Team to provide cover until 23:00 in line with expected increased footfall. This would be a Grade 5 working manager and 2 Grade 4 staff, including enhancement for working during evening hours c£98k per annum
 - 4.6.2 As Glass Works becomes increasingly popular with the opening of more shops, restaurants, and the cinema, we will continually monitor levels of anti-social behaviour, and if required resource this provision to challenge those engaging in

this and enforce the prohibitions of the Public Space Protection Order. A positive customer experience at the Glass Works is essential, we currently have 24hr security guards, and it is recommended that further provision for increasing the cover of this service or additional Town Centre Wardens is recommended. The revenue costs associated is c£174k per annum.

- 4.6.3 The present street bin stock is old and in poor condition and the compactor used to compact market and town centre waste will be decommissioned. Existing old litter bins should be replaced with new, larger bin covers that house 240lt wheelie bins. This will improve the street scene, whilst offer greater capacity and less frequent overfilling incidents. Emptying will be undertaken by a new mini collection vehicle with an additional driver. Estimated costs for new bin infrastructure is £7k. New vehicle on full maintenance lease-back arrangement is £22k per annum and additional Grade 4/5 driver £29k per annum.
- 4.6.4 Street furniture, like columns, signposts, bollards within Town Centre Zone – Glassworks has increased the quality of the street furniture specification within the town centre. Therefore, where existing street furniture is beyond economic refurbishment to match this higher specification, it should be replaced. We will seek to use existing budgets aligned to enhancing the town centre. To maintain this higher specification level an estimated £20k per annum revenue budget will be required.
- 4.6.5 Regular stone cleaning – the Yorkstone is a porous surfaced light-coloured local stone used throughout the town centre covering c13,300m². In the past, we have undertaken several discrete stone paving cleaning activities, including stone scrubbing, high-pressure water, and high-pressure steam cleaning. With the latter being the most successful method trialled. Through this work we have investigated two options; employing a 3rd party company to regularly visit or to procure the latest steam stone cleaning equipment and train our own staff. It is estimated that we would require an investment of c£15k for equipment and consumables, £10k for vehicle hire and then either 2 additional posts c£56k per annum or regrade 2 existing posts c£20k per annum, respectively.
- 4.6.6 Shambles Street – When the town centre was re-paved in 2014, the new 6th Form college was under construction. The Yorkstone paving on the south side of Shamble Street was laid between Church Street and Dog Lane. The new college development necessitated new Yorkstone paving on the north side of Shambles Street, laid between Church Street and John Rideal House, which extends c100m beyond the paving on the south side of Shambles Street. To present a more attractive street scene, it is proposed to extend the paving on the south side to match that on the north side. It is estimated that we would require a capital investment of c£200k. This planned investment will be added to the Council's capital pipeline and subjected to our business case evaluation process.
- 4.6.7 Peel Street resurfacing. The block-paved parking bays on Peel Street have been identified for replacement. The existing carriageway surface is showing signs of increased deterioration, so opportunity will be taken to achieve a more economically advantageous approach, and to resurface both the carriageway and the parking bays at the same time. This will be a scheme for inclusion in the Local Roads Programme forming part of the Highways Capital Programme 2022/23.

- 4.6.8 Repairs and upgrades to benches across the town centre. Wooden lats are not aging well and provide narrow gaps for people to wedge litter down, causing delays in cleaning. Replacing these with plastic lats is £350 per bench. There are c35 benches where this work could be carried out which would cost c£15k.
- 4.6.9 In summary, upon the completion of the principal towns service schedules, we will appoint a new deep clean team. This team will continually undertake regular scheduled tasks and coordinate with the current resources deployed across the principal town locations. This team will adopt a similar arrangement as the additional town centre team, that is a Grade 5 working manager and 2 Grade 4 staff c£97k. A further £10k per annum has been included to refurbish or make good street furniture within the principal towns.
- 4.7 Enhancement Opportunities beyond publishing the schedules without requiring additional investment:
- 4.7.1 Better operational service coordination – presently there are several operational forums that consider the strategic and the safety issues surrounding the town centre sitting in different teams. All these reports to the Town Centre Programme Board albeit, this governance needs to be more formalised. The temporary BU4 role of the Urban Centres Project Manager will initially set out an improved model of operational governance and place management to improve the overall operation and management of the town centre including the Glass Works.

It is anticipated that this will comprise of weekly operational meetings, along with regular town centre walkabouts, with the project team reporting into the TC Programme Board, this will form part of the longer-term development of the *Joining Forces* initiative and would result in a coordinated, joined-up dedicated Town Centre Management Team.

Members should also note that the Glass Works Development Board is currently reviewing its role and is likely to transition into a Centre Management Board, with a focus on the management, marketing, and promotion of the Glass Works in the context of the wider Town Centre. This transition will continue through to full Centre opening in Spring 2022 and will inform the future governance arrangements.

- 4.7.2 Enhanced street inspection process – Presently the Highways and Engineering Service in BU6, discharge the Council's duties as the Local Highway Authority in accordance with the Highways Act 1980. Highways and Engineering Service undertake safety inspections of all roads at a set frequency determined by road hierarchy. For roads within the new town centre zone it is proposed that these safety inspections also include aesthetics of the environment to programmed maintenance issues, for example, a slightly leaning or damaged bollard, since it can convey a message that we do not manage the town centre as we might. To protect the investment made in the town centre the inspections in this area will be enhanced.
- 4.7.3 The Council, as Local Highway Authority, has a statutory duty to comply with the requirements of the Highways Act 1980. The Highways Act 1980 is a statute that defines how the Council approaches its responsibilities for roads that have been classified as 'maintainable at public expense', known as 'Adopted Highway'. There are other statutes that need to be considered at the same time such as the New

Roads and Street Works Act 1990 and the Traffic Management Act 2004. As the Glass Works project has developed, there are certain areas of land within the project that may benefit the Council to be either classed as Adopted Highway or alternatively 'stopped up' (extinguished) as Adopted Highway.

- 4.7.4 The status of a road as Adopted Highway, introduces several issues that need to be considered in the context of the Glass Works, such as the ability of any statutory undertaker to install their apparatus within the Adopted Highway, i.e., this could be in the new Glass Works square. Alternatively, there is a requirement for the Adopted Highway network to be inspected at regular periods and for the Council to carry out any necessary safety repairs. An example of the conflict caused is that pothole repairs and removal of trip hazards are actioned at a certain depth, which is exceeded by the depth of the water rill. The key reason for rationalising the status of pockets of land within the Glass Works boundary is to minimise any risk to the Council and to ensure that the appropriate status is applied for the benefit of the visitors to the town centre and to protect the authority in the correct way.
- 4.8 The Appendix Two sets out the team, activity, location, frequency with annotated notes and enhancement opportunities. In summary this represents the first time that the collective view of all town centre services have been captured in one place. There are still several areas where 3rd party contractors are being secured and periods of defects liability periods left to run. This document should provide the basis for operational management for the town centre and Glass Works zones.
- 4.9 Principal Town work – In addition to this work being carried out in Barnsley town centre, we are also in the process of conducting a similar review in the principal towns across the borough. The same process as set out in 4.4 is being followed with the addition of the plan to work more closely with Area Council managers to better understand how both commissioned and volunteering services could be set out to compliment the service being delivered by in-house teams. Currently, we have conducted principal town walkabouts in Penistone, Hoyland, Wombwell and Goldthorpe with walkabouts for Royston and Cudworth to be completed. Once complete we will set out the gaps and recommendations to produce service schedules in a similar format to appendix two.
- 4.10 At this stage of the principal town walkabouts the overriding gap emerging is centred on service transparency and service coordination. It is anticipated that cleaning enhancements would be considered on an ad-hoc basis, which will mean that we will seek to leverage the additional resources like stone cleaning etc. from the Town Centre Zone if required.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 Alternative options were considered as part of drafting this cabinet paper, namely not having a Glass Works Zone, and incorporating this into the general Town Centre Zone. This was discounted as an alternative option as the service charge needed a boundary to set out clearly the service physical boundaries and specifications to set a realistic service charge budget.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Service users of the Town Centre and Glass Works zones will see a better cared for street scene and will see more operatives within the area at the times when the public are present.

7. FINANCIAL IMPLICATIONS

- 7.1 Consultations on the financial implications of this report have taken place with representatives of the Service Director for Finance and S151 Officer.
- 7.2 The opening of the Glass Works is a significant opportunity to improve the customer experience and leave a lasting memory which will keep people returning to the town centre. Working as one team, through an agreed process which included site walkabouts, all service areas that provide services within the town centre have identified a series of improvements to enhance the service levels and aesthetics of the environment. These consider the current service levels within both the town centre and the Principal Towns.
- 7.3 Additional one-off and ongoing expenditure is required to deliver the proposed service schedules and identified improvements. These are identified in the table below. The total funding required is £465k split into £31k one-off and £434k recurring. Should this additional resource be required, it will be monitored and considered as part of the MTFS.

Details	Town Centre One-off costs	Town Centre Recurring costs	Town Centre Total	Principal Towns Total - all recurring	TOTAL ALL
	£	£	£	£	£
Additional cleaning teams. Create a 3rd town centre cleaning team to cover the extended hours from 18:00 to 23:00 7 days a week. 1 x team leader/manager + 2 staff including evening enhancements. Create a 4th cleaning team to cover the Principal Towns.	0	97,838	97,838	97,838	195,676
Controlling antisocial behaviour. Provision for increasing either Security guards or Town Centre Wardens to provide 7 day cover.	0	174,236	174,236	0	174,236

Details	Town Centre One-off costs	Town Centre Recurring costs	Town Centre Total	Principal Towns Total - all recurring	TOTAL ALL
	£	£	£	£	£
Bin stock and emptying Replace bins with larger bins. Replacement of bins in Principal Towns is covered by WRAP funding.	7,000		7,000	0	7,000
New hire vehicle		22,000	22,000	0	22,000
Driver		28,073	28,073	0	28,073
Sub-total	7,000	50,073	57,073	0	57,073
Replacing street furniture (bollards, lamp & CCTV posts).		20,000	20,000	10,000	30,000
Yorkshire stone cleaning. Council team to carry out high pressure steam cleaning on a cycle basis. To include Principal Town buildings as required.					
Equipment	11,500		11,500		11,500
Vehicle hire		10,400	10,400		10,400
2 x grade 5 staff		56,145	56,145		56,145
Consumables & training		3,000	3,000		3,000
Sub-total	11,500	69,545	81,045		81,045
Bench repairs. Repairing / replacing c35 benches.	12,250		12,250	10,000	22,250
TOTAL	30,750	411,692	442,442	117,838	560,280

7.4 As explained in Paragraph 4.9, the full scale of the repairs and maintenance and cleaning work required in the Principal Towns has not yet been fully assessed. The above additional resources represent best estimates of the additional funding required. Closer working relationships between the different service areas resourcing the town centre together with the £118k funding will provide capacity to carry out regular cleaning within the Principal Towns. This position will be reviewed once the assessments have been completed.

7.5 Two other schemes of improvement have been identified for consideration. They are not included in the above table:

- The resurfacing works on Peel Street identified in paragraph 4.6.7 will be

included the Local Roads Programme forming part of the Highways Capital Programme for 2022/23.

- The repaving of the south side of Shambles Street as identified in Paragraph 4.6.6 at a cost of £200k, will be the subject of a separate business case to be considered by the Capital Oversight Board alongside other priorities within the Council's overall capital programme.

7.6 Full details of the financials implications are set out in Appendix A.

8. EMPLOYEE IMPLICATIONS

8.1 No direct employee implications. Changes in service will be managed through the council's Change management procedure.

9. LEGAL IMPLICATIONS

9.1 Associated with 4.7.3 & 4.7.4

10. CUSTOMER AND DIGITAL IMPLICATIONS

10.1 as 6.1

11. COMMUNICATIONS IMPLICATIONS

11.1 Publishing of service schedules and performance against this will be more transparent.

12. CONSULTATIONS

12.1 As part of drafting this report the following business units were consulted with, BU4, BU6, BU8.

13. EQUALITY IMPACT

13.1 Not applicable – enhancements of existing services.

14. LIST OF APPENDICES

Appendix A: Financial Implications

Appendix 1: Proposed Town Centre Zone & Glass Works Zone

Appendix 2: Proposed Schedule of Services

Appendix 3: Action plan update from recent Town Centre Zone walkabouts

Report author: Paul Castle

APPENDIX A
Report of the Executive Director of Place

FINANCIAL IMPLICATIONS

2025 Town Centre Parking Strategy Phase 1 - Glass Works Opening Milestone

i) <u>Capital Expenditure</u>	<u>2021/22</u> £	<u>2022/23</u> £	<u>2023/24</u> £	<u>Total</u>
Not applicable in this instance	0	0	0	0
	0	0	0	0
	0	0	0	0
To be financed from:				
	0	0	0	0
	0	0	0	0
	0	0	0	0

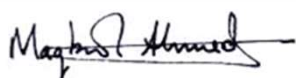
ii) <u>Revenue Effects</u>	<u>2021/22</u> £	<u>2022/23</u> £	<u>2023/24</u> £	<u>Later Years</u> £
<u>Expenditure</u>				
Staffing, vehicle costs, equipment and consumables	265,821	529,530	0	0
	265,821	529,530	0	0
<u>Income</u>				
	0	0	0	0
	0	0	0	0
	265,821	529,530	0	0
To be Financed from:				
Reserves	265,821	529,530	0	0
	265,821	529,530	0	0

Impact on Medium Term Financial Strategy

This report has no impact on the Authority's Medium Term Financial Strategy.

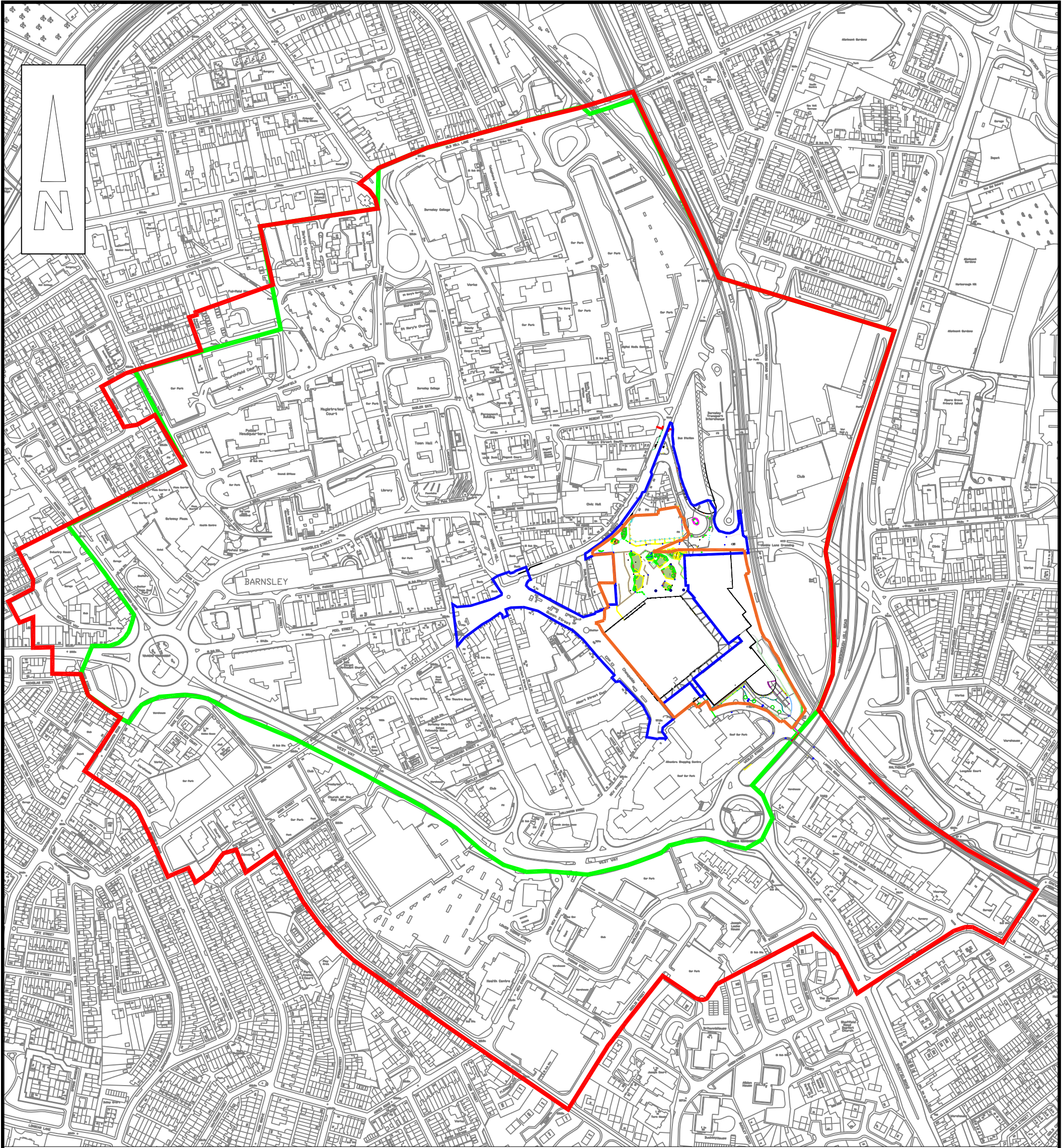
	2021/22 £m	2022/23 £m	2023/24 £m
Current forecast budget gap	0.000	-0.377	1.823
Requested approval	0	0	0
Revised forecast budget gap	0	-0.377	1.823

Agreed by



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

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Key

- 2019 PSPO Boundary
- BMBC Neighbourhoods Boundary
- Glassworks ownership area
- Glassworks and Public Spaces area

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Metropolitan Borough Council

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Date

AUG21

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File

Page 51

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Place Directorate
Westgate Plaza, Westgate, Barnsley, S70 2DR.
Tel. (01226) 773555 Fax. (01226) 772110

Drawing No.

APPENDIX

Project

**Town Centre
Various Boundaries**

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Team	Activity	Location	Frequency	Notes / Enhancement Opportunities
Glass Works Zone - GW Team				
	Cleaning	GW	Daily Mon - Sun	Norse - cover from 06:30- 20:30hrs 7 days a week. Peak resource at 6 cleaners on site.
	Landscaping	GW	As agreed SLA	BU6 Neighbourhood Services Team to provide to GW
	Pest Control	GW	SLA to be agreed	BU6 to set out service SLA to cover rodents, birds and insects
	Refuse Collection	GW	Tues & Fridays + ad-hoc if required	Residual, recycling and specialist waste services being provided by BU6 Commercial Waste and specialists 3rd party companies
	Heating & Ventilation	GW	FM service Schedule	BU4 / 3rd party provider
	Mechanical and Electrical Maintenance	GW	FM service Schedule	BU4/ 3rd party provider
	Fire Protection Contract (alarm/extinguishers/smoke extract)	GW	FM service Schedule	BU4/ 3rd party provider
	Lifts - Maintenance Contract	GW	FM service Schedule	12mth Defects Liability Period BU4/ 3rd party provider
	General Building Repairs	GW	FM service Schedule	12mth Defects Liability Period BU4/ 3rd party provider
	Adverse Weather materials	GW	Ad-hoc	Norse to provide resources / agreement to be reached on materials
	Lightening Protection	GW	FM service Schedule	BU4 / 3rd party provider
	Access Equipment Inspection	GW	FM service Schedule	BU4 / 3rd party provider
	Lamp Replacement	GW	Ad-hoc	BU4 with BU6 support
	Drains/Gutters clearance	GW	Ad-hoc	BU4 to lead BU6 to support
	Signage Maintenance	GW	Ad-hoc	BU4
	Multi-storey car park daily management	GW	Daily	BU4 / Norse / Doyle to provide cleaning and out of hours security BU6 Replenish Car parking machines / payment handling / enforcement.
	Christmas Decorations	GW	annually	BU4 / 3rd party provider
	CCTV	GW	Daily Mon-Sun	BU4 / 3rd party provider
NS Town Centre Team				
	Litter picking & emptying street bins	All streets within TC Area. Excl. GW	Daily Mon - Sun	Cover currently from 6am-6pm Mon to Sun with a 4 days on 4 days off rota. No one on from 6pm to 6am. Revenue required for additional 3-person shift to cover to 11pm. Current bin stock outside of GW needs replacing, separate capital case required
	Clean bins	TC excl. GW	Weekly	Now 2 vacancies in team of 6. Additional resource will improve overall quality of current offer / or could redo job profile to provide Stone cleaning
	Clean behind cable boxes	hot spot locations	Daily	Supported by NS Environment demand management Service (EDMS) team
	Litter pick car parks	Graham's orchard, County Way	Daily Mon - Sun	Supported by NS EDMS team
	Deep clean car parks	Graham's Orchard & County Way as hot spots others ad-hoc	Weekly (Tues)	Supported by NS EDMS team
	Weed removal	TC excl. GW	Ad-hoc	Supported by NS EDMS team
	Weed Kill application	TC excl. GW	Annual & spot treatment	Supported by NS EDMS team
	Clean tree guards	TC incl. GW	Ad-hoc	
	Clean out phone boxes, slats to seats	Market hill	Weekly (Mon)	Supported by NS EDMS team / Working with legal team to bring back in house
	Clean under benches, Remove tab ends and sweep run off from planting beds	Pals Garden	Daily	Supported by NS EDMS team
	Wipe Benches - Cleaning solution	TC area Excl. GW	Weekly	
	Stone cleaning	TC excl. GW	TBD	Currently subjected on an ad-hoc basis. Propose to procure equipment and support with resources
Graffiti Removal				
Working Mon - Fri 8am - 4pm with emergency call out	Graffiti removal team	TC incl. GW/ borough wide	Ad-hoc	BU8 provided service
NS -Specialist team				
Working Mon-Fri 8am-4pm	Seasonal planting	TH beds, Pals Garden, Town End, Churchfields, Becketts Island, Cooper Gardens & GW	twice a year	As current arrangements
	Grass Cutting	ditto	SLA Frequency	Currently 18-day SLA
	Pruning	ditto	Ad-hoc	
	Bed Maintenance	ditto	Ad-hoc	
Highways				
Working Mon-Fri 8am-4pm	Street inspection	TC excl. GW	majority monthly some peripheral low use roads on 3mthly	Street Inspection process will be enhanced to pick up aesthetics of street furniture in the TC excl. GW Zone
Working Mon-Sun 8am-4pm	Street Sweeping	Main routes Shambles, Regent, Eldon, Church, Market Hill, Wellington, County Way	Daily Mon - Sun Except BH	
	Drainage clearance	TC excl. GW	ad-hoc	
	Gulley cleaning	TC excl. GW	Programmed	
	Street furniture maintenance	TC excl. GW	As ordered	Subject to enhanced highway inspection as set out in cabinet paper
	Street Lamp replacement	TC excl. GW	As ordered	
	Pot holes	TC excl. GW	As ordered	
	General resurfacing work	TC excl. GW	As ordered	
	Paving maintenance and repair	TC incl. GW	As ordered	Extra-over funding will be required for GW Zone & Glass Works Public Realm elements
	Christmas decorations	TC incl. GW	As ordered	Additional funding will be required for both TC and GW element
Car Parking Enforcement				
Working Mon - Sat 8am - 4pm	Enforcement activities	TC incl. GW	Daily Mon - Sat	Additional temp officers to be appointed following Car parking strategy proposal
	Car parking daily maintenance activities	Off Street parking locations	Daily Mon - Sat	Replenish Car parking machines / payment handling / enforcement.
Town Centre Wardens				
Working Mon- Sat 8am - 4pm	Patrols to deal with low-level anti-social-behaviour	TC incl. GW	Daily Mon - Sun	Current service offer does not include resources beyond 4pm and on Sunday. See report for additional resourcing request
	Manger - case management work	TC incl. GW	Daily Mon - Sun	
Pest Control				
	Vermin control	TC incl. GW	Ad-Hoc	BU6 Commercial Services
Highway Network Coordination				

Working Mon-Fri 8am-4pm with emergency call out	Site Surveys for proposed utility works	TC incl. GW	Ad-hoc	
	Follow up surveys for completed utility works	TC incl. GW	Ad-hoc	
Commissioned Services				
local authority support	Litter enforcement , dog fouling, low level issues	TC incl. GW	Mon - Sat 8am-4pm	Limited provision in evening hours and on Sunday
CCTV Remote monitoring				
	Public space cctv monitoring 45 locations South Yorkshire Police / BMBC Safer Neighbourhoods Service	TC	24x7	

Town Centre Zone walkabout action summary

Ref	Completed? Y/N	Street	Issue/Location Details	Area of Responsibility	Walkabout details
1	No	Shambles Street	Condition of Stonework flags on footpaths, pedestrian thoroughfares	N'Hoods/H'ways	Need thorough cleansing
2	No	Shambles Street	Replacement of stonework at Town End Roundabout footpaths	Highways	Replacements required due to damage/degradation
3	yes	Westgate	Condition of Grassed areas adjacent to Barnsley Sixth Form College	External/Assets Tim Hartley	Grass is not maintained to any maintenance schedule
4	YES	Shambles Street	Parking post outside The Gym Group - Shambles Street needs replacement	Highways	Condition of sign
5	Yes	Shambles Street	Public realm adjacent to footpath at the side of The Gym Group	Neighbourhoods	Scruffy and unkempt appearance of this area due to lack of ownership details
6	YES	Shambles Street	Installation of bollard at the end of Shambles Street to prevent/deter night time access.	Highways	
7	no	Peel Street	Poor Road surface run in from Peel Street to Town End	Highways	
8	Yes	Shambles Street	Pavements around town end to be incorporated into mini sweeper cycle	Neighbourhoods	Condition of pavements around Town End requires sweeping
9	Yes	Peel Street	Street between Fire Lounge and Herbert Brown needs clearing	Neighbourhoods	Needs cleansing due to broken glass, litter, detritus build up
10	no	Town Centre	General condition of bins in the Town Centre and in pedestrian thoroughfares	Neighbourhoods	Many need replacing/repair and maintenance to ensure they present the best appearance
11	Yes	Pall Mall	Drains need clearing and weeds/detritus removing	N'Hoods/H'ways	Drains clearing and potentially replacing grilles and grates with another solution
12	Yes	New Street	Peel Street tidy up work	N'Hoods/H'ways	Peel Streets footpaths/general appearance need incorporating into cleansing
13	no	Peel Street / Market Hill	BT phone boxes	External - BT / Tim Hartley	BT phone boxes which are not utilised to be removed
14	no	Around Town Centre Zone	Repainting of Iron bollards	Highways/Assets	from New Street to Cheapside to improve appearance
15	no	Cheapside	Glassworks Tree guards	A Osborn/N'Hoods	AO to contact HB about contract change to remove the possibility of litter traps at the base of trees planted in the vicinity of the Glassworks

16	yes	Cheapside	Hard Surfaces around Glassworks - look at improving maintenance	Neighbourhoods	Ensuring hard surfaces are included in cleansing regime around Glassworks
17	yes	Eldon Street	Paving Gaps infilled with tarmac around Glassworks (H Samuel etc.)	A Osborn/Highways	Stock of correct stone to be supplied for future repair
18	yes	Eldon Street	Vermin in occupied TC business (fish and chips)	Commercial Enforcement/KIER site manager	Rats seen in New Mother Hubbard Fish and Chip Shop, Eldon Street
19	no	Market Hill	Declutter Market Hill (Paddy Power) of old, broken signage and repair street lights	Highways	In front of Paddy Power old, broken signage and repair street lights
20	yes	Market Street	Lampposts Eldon Street/Market Hill	Highways	Lampposts are leaning over due to damage
21	no	Peel Square Entrances	Anti-Terrorism measures	Andrew Osborn / Simon Dobby	Management of the current vehicle anti terrorism measures, costs and future plan
22	no	Cheapside/May Day Green	Bench condition and maintenance	Highways	Replacement of current wooden benches with plastic to facilitate jet wash maintenance? Bent arm rests on benches on Cheapside/Mayday Green
23	no	Town Centre	Covid19 Signage	Communications	C19 signage condition and messages
24	no	Peel Street	Car Park Signage Peel Street in front of Dominos	Highways	needs replacing on lamp post
25	Yes	Sackville Street	Churchfields vets bin	Neighbourhoods	bin overflowing
26	yes	Shambles Street	Lancaster property services no-mans-land adjacent to KFC	Tim Hartley	Who maintains this land/what is the schedule??
27	Yes	Shambles Street	Fly Posting	Neighbourhoods	Fly posting KFC signage on Town End Roundabout
28	yes	Wellington Street	Fly Tipping/Car park condition	Neighbourhoods	Clear fly tipping on Wellington Street and Wellington street car park including weed growth
29	Yes	Town Centre	Bin conditions/bottoms	Neighbourhoods	Condition of bins i.e. cleaning and weed growth/detritus at bases
30	Yes	Albert Street	Albert Street/Hayes Croft	Neighbourhoods	Weed growth/Litter
31	yes	Cheapside	As action 15: Tree installation bottoms/grating (move bin away from front of Boots)	A Osborn/N'Hoods	replacing metal grates with bounce/membrane to eliminate litter, tabs ends and weed growth at the base of trees on Cheapside
32	Yes	County Way	East Gate Car Park from County Way/DMC2	Neighbourhoods	Removal of weed growth, brambles and detritus from dividing fence between Sixth form college and DMC2 car park

Status update
Capital request required to deliver comment within cabinet paper
To be tied in with ongoing City Fibre works on Shambles Street
Barnsley College has now appointed an in-house gardener to maintain their site
Completed
Area cleared, albeit will need regularly attending to.
To be incorporated into the 2022/23 Local Roads Programme.
Schedule now is on a monthly basis mini sweeper (3.5t) attends Town End Roundabout walkways. This work will require continued support i.e. permits for closing footpath for up to an hour.
Completed
Replacement bins and associated equipment within cabinet report as an area of potential investment
Completed
This takes place on a weekly cycle by proactive TC support team.
Working with legal team to look at BT responsibilities and also out for consultation about public artwork
On-going, subject to available resources and weather conditions.
Henry Boots have provided options for changing tree gaurds. We are evaluating and will instruct them in due course.

Options considered and proposal set out in the body of the cabinet report
Works planned to commence 27/7 to be completed by 30/7
completed
Some works completed, other works to be programmed and subject to funding.
completed
Work ongoing to install permanent Hostile Vehicle mitigation measures . The use of temporary measures will be reduced as the works are completed over the next 7 months.
capital request for replacing wooden latts with plastic is included within the cabinet report
To be removed from Town Centre Zone and principal towns
Replacement of sign is progrmmed
Cleared and increased collection frequency
Owner identified in Isle of Man Letter sent requesting tidy up of land
Completed 20/07/2021 and held in storage for KFC to recover
Completed w/c 9/8/21
Incorporated into additional TC support team the task of proactively and reactively assessing bin conditions and removal of weeds, detritus from the bottom
Temporary works undertaken to reduce detritus getting caught in tree guards
Works complete, need to revisit car parking area at back of DMC 2

BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

**DEARNE HALL LANE, DEARNE HALL ROAD, MILLER'S VIEW,
MILLER'S GROVE and DEARNE HALL PARK, Barugh Green, Barnsley**

Proposed, 'No Waiting at Any Time' restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on Dearne Hall Lane, Dearne Hall Road, Millers View, Miller's Grove and Dearne Hall Park, Barnsley.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 Residential planning consent was granted for a housing development on 25th February 2016 on land south of Dearne Hall Road, Barugh Green, Barnsley;
- 3.2 A main through road, Dearne Hall Lane, has been constructed which links Dearne Hall Road and the roundabout at the Barnsley Road/Claycliffe Road junction;
- 3.3 Planning consent conditions included measures to protect visibility and the free flow of traffic along Dearne Hall lane;
- 3.4 It is proposed to introduce a, 'No Waiting at Any Time' restriction along the full length of Dearne Hall lane and at each of the side road junctions;
- 3.5 The restriction has been designed to best manage and govern the road, thereby providing a safer and more enjoyable environment whilst protecting the free flow of traffic and unobstructed use of the road. The overall safety of road users has been considered and these restrictions are regarded as the best measures to protect all road users.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To introduce a, 'No Waiting at Any Time' restriction along almost the full length of Dearne Hall Lane, extending 6m into each of its side roads through the estate and a small section of Dearne Hall Road;
- 4.2 The restrictions have been designed to best manage and govern the road, thereby providing a safer and more enjoyable environment whilst protecting the free flow of traffic and unobstructed use of the road;
- 4.3 The overall safety of road users has been considered and these restrictions are regarded as the best measures to protect all road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 Other alternatives include road or verge engineering with additional signage which have been determined to be too intrusive, restrict the free flow of traffic and would restrict full access to the highway by all road and footway users;
- 5.2 Alternate proposals would also be cost prohibitive to the developer and require a future maintenance commitment by the authority.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 This is a new residential development, and the proposed restrictions will not affect current local residents in Barugh Green;
- 6.2 The proposed restrictions will prevent indiscriminate and careless parking, prevent obstruction of the footways, maintain the free flow of traffic, allow the manoeuvrability of larger vehicles through the estate and improve overall safety at the junctions by maintaining visibility;
- 6.3 The restrictions will reduce the opportunity for new residents to park outside their residences on the public highway. All residences have off-street private parking.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £5,500 and are being funded by the developer – BDW Homes Ltd.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads;

- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

- 12.1 The Local Ward Members, Area Manager, Emergency Services and the SYPTE have been consulted and no objections were received;
- 12.2 Objections were received from the public and an Objection Report submitted to Cabinet for approval. The Objection Report was approved on the 13th September.

13. EQUALITY IMPACT

- 13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

16. LIST OF APPENDICES

- Appendix 1 – Plan showing the proposals.

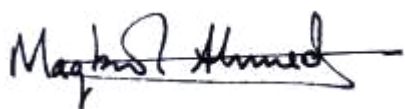
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4176;
- Objection Report;
- TRO & Delegated Powers Report;

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

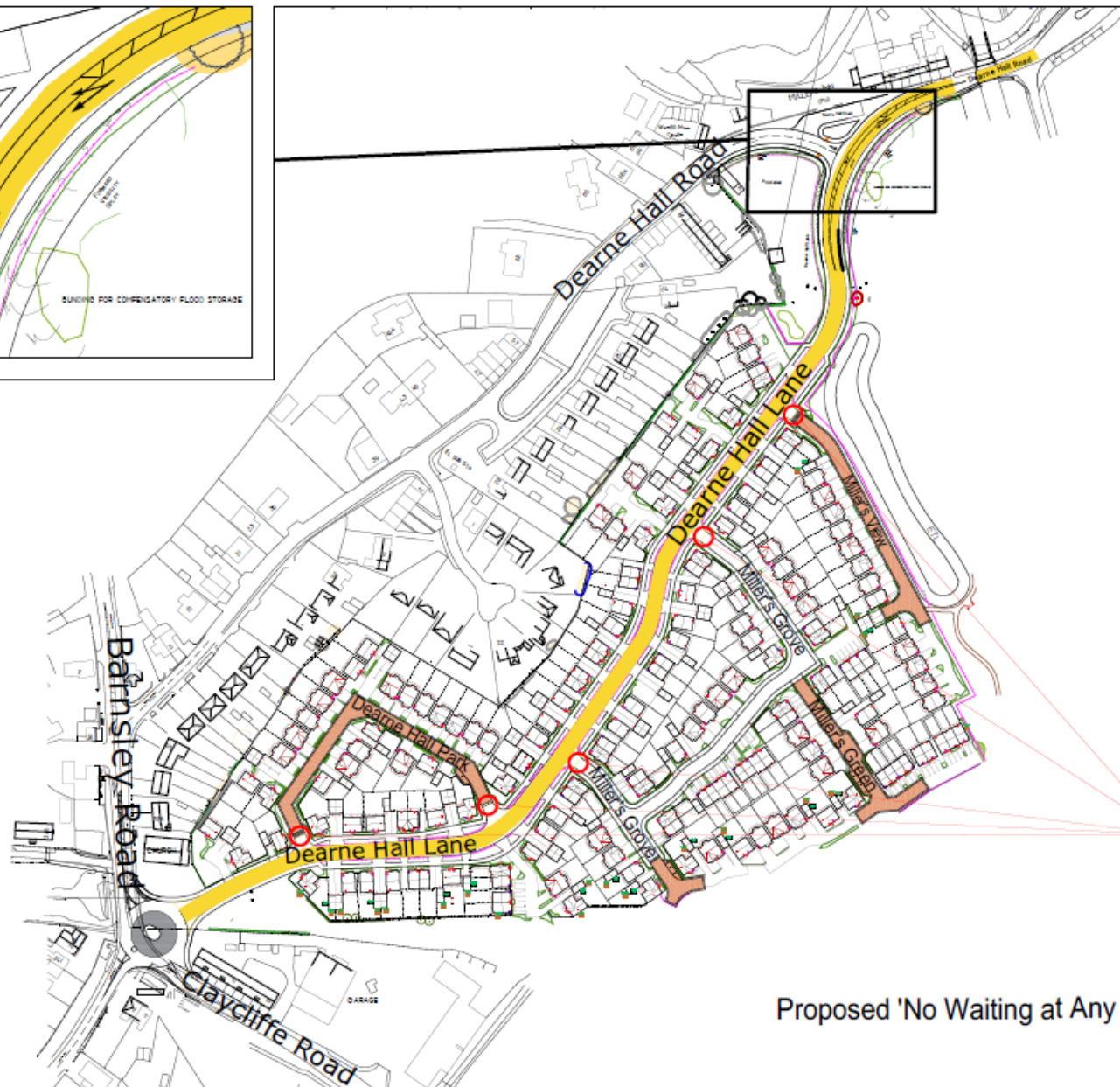
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



.....
Maqbool Ahmed.
Acting Strategic Finance Manager

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



Restriction to extend 6m
in to side roads.

Proposed 'No Waiting at Any Time' restriction.

COMPUTER FILE NAME



BARNSELEY
Metropolitan Borough Council

DEARNE HALL LANE, Barugh Green.

Proposed 'No Waiting at Any Time' restriction.

Scale

SCALE

Drawn

DS

Checked

DB

Date

MAY 2021

File

4120

Paul Castle
Service Director, Environment & Transport
Place Directorate
Westgate Plaza, Barnsley, S70 2DR.
Tel. (01226) 773555 Fax. (01226) 772110

Drawing No.
DS/4120/APPENDIX 1/FINAL

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BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

**FURLONG ROAD and PROSPECT ROAD,
Bolton-Upon-Dearne, Barnsley.**

Proposed, 'No Waiting at Any Time' restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on Furlong Road and Prospect Road, Bolton-Upon-Dearne, Barnsley.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 A complaint was received from the South Yorkshire Passenger Transport Executive regarding traffic congestion and uncontrolled parking on Furlong Road around its junction with Prospect Road.
- 3.2 The route is a public service bus route and buses were experiencing significant access/manoeuvring problems at this junction.
- 3.3 Both visibility and manoeuvring are hindered by resident's vehicles being parked indiscriminately around the junction. This impacted on pedestrian and road user safety and the quality of bus service provided.
- 3.4 It is proposed to introduce 'No Waiting at Any Time' restrictions around the junction of Furlong Road and Prospect Road.
- 3.5 The proposed waiting restrictions have been designed to prevent indiscriminate parking from occurring, thereby allowing the free flow of traffic, maintaining visibility, and improving manoeuvrability through the junction. The overall safety of pedestrians and other road users would also be improved.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To prohibit vehicles waiting at any time at the junction of Furlong Road and Prospect Road.
- 4.2 The measures will ensure the junction is kept free from parked vehicles, maintain visibility for motorists, improve manoeuvrability through the junction and improve overall safety of pedestrians and other road users.
- 4.2 The overall safety of road users has been considered and these restrictions are regarded as the best measures to protect all road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 An alternative would be to leave the stretches of road unrestricted. However, this would not address the indiscriminate and careless parking of residents, improve the visibility for motorists, improve the manoeuvrability through the junction for public service vehicles or improve the overall safety of pedestrians and other road users at this junction.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The restrictions will prevent indiscriminate and careless parking, prevent traffic build up, thereby reducing vehicle emissions from standing traffic, improve the free flow and manoeuvrability of vehicles through the junction and improve overall safety at the junction by maintaining visibility;
- 6.2 The restrictions will reduce the availability of resident's parking outside their residences. Most residences have off-street private parking;
- 6.2 The restrictions will also benefit footway users by preventing half-on/half-off vehicle parking in and around the junction.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,837.50 and are being funded by the South Yorkshire Passenger Transport Executive.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads;

- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

- 12.1 The Local Ward Members, Area Manager, Emergency Services and the SYPTE have been consulted and no objections were received;
- 12.2 Objections were received from the public and an Objection Report was submitted to Cabinet for approval. The Objection Report was approved on the 13th September.

13. EQUALITY IMPACT

- 13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and	Low

Risk	Mitigation/Outcome	Assessment
	the Council follows the prescribed procedures the risk is minimal.	

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

16. LIST OF APPENDICES

- Appendix 1 – Plan showing the proposals.

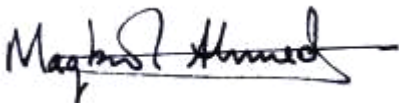
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4174;
- Objection Report;
- TRO & Delegated Powers Report;

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

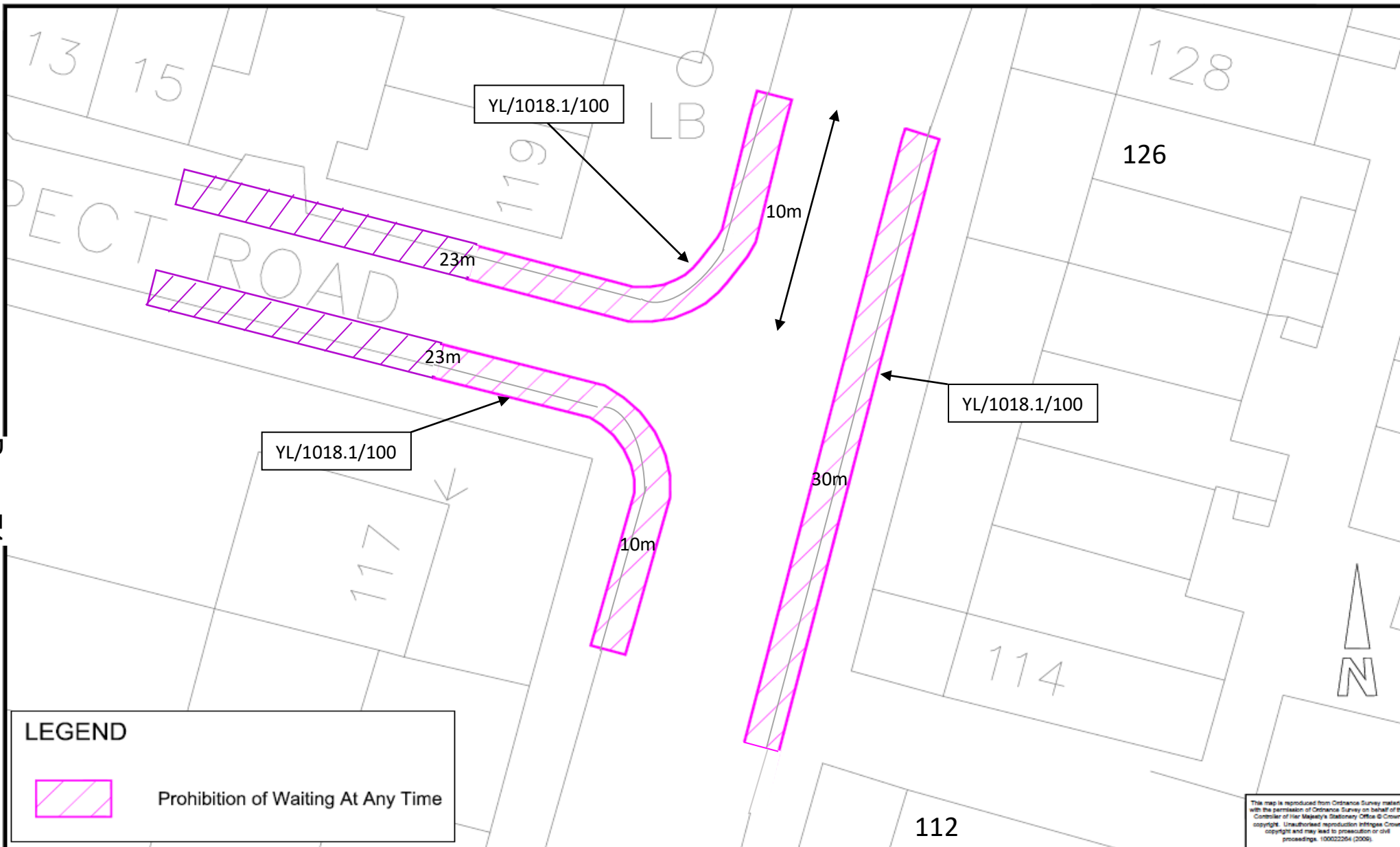
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



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Maqbool Ahmed.
Acting Strategic Finance Manager

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



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BARNSELEY
Metropolitan Borough Council

BARNSELEY BUS HOTSPOTS

Furlong Road, B-o-D - Proposed Waiting Restrictions

Scale 1/150	
Drawn E.D.C.	Date JUL.2019
Checked DB	File 4174

Paul Castle Service Director, Place Directorate
Environment & Transportation (Business Unit 6)
P.O. Box 601, Westgate Plaza One, Westgate
Barnsley, S70 9FA
Tel. (01226) 770770 Fax. (01226) 772222
Drawing No. DS/APPENDIX 1/FINAL

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BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

HIGH STREET, Monk Bretton, Barnsley.

Proposed, 'No Waiting at Any Time' restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on High Street, Monk Bretton.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 A complaint was received from the South Yorkshire Passenger Transport Executive (SYLTE) regarding traffic congestion, access and uncontrolled parking on High Street, Monk Bretton around its junction with Burton Road roundabout.
- 3.2 The route is a public service bus route and buses were experiencing significant access/manoeuvring problems as the vehicles exited the roundabout on to High Street;
- 3.3 Indiscriminate parking on both sides of the road at the location significantly reduced the road width and prevented the free flow of two-way traffic resulting in congestion and tailback into the roundabout;
- 3.4 Road width, visibility and manoeuvring is reduced by the indiscriminate parking of both resident's vehicles and those using local services and businesses;
- 3.5 It is proposed to introduce 'No Waiting at Any Time' restrictions on the south side of part of High Street from its junction with Burton Road roundabout;
- 3.6 The proposed waiting restrictions have been designed to prevent indiscriminate parking from occurring, thereby allowing the free flow of traffic; maintaining visibility and improving manoeuvrability through the junction exit;

- 3.7 There is also an un-controlled pedestrian crossing with dropped kerb at the location of the proposed restrictions; the new restrictions would also improve overall safety of pedestrians and other road users using this crossing.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To prohibit waiting at any time on part of the south side of High Street at Monk Bretton;
- 4.2 The measures will ensure the roundabout junction exit is kept free from parked vehicles, maintain visibility for motorists and improve manoeuvrability and improve overall safety of pedestrians and other road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 An alternative would be to leave the stretch of road unrestricted. However, this would not address indiscriminate and careless parking, improve visibility for motorists, improve the manoeuvrability from the roundabout junction for public service vehicles (larger vehicles) or improve the overall safety of pedestrians and other road users at the crossing point.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The proposed restrictions will prevent indiscriminate and careless parking, prevent traffic tailbacks/build up; thereby reducing vehicle emissions from standing traffic. Improve the free flow and manoeuvrability of vehicles through the junction and improve overall safety at the junction by maintaining visibility. The restrictions will also benefit pedestrians using the crossing facility;
- 6.2 The restrictions will reduce the opportunity for residents to park outside their residences on the public highway. Most residences have off-street private parking.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £8,587.50 and are being funded by the SYPTTE.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads;
- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and

safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

- 12.1 The Local Ward Members, Area Manager, Emergency Services and the SYPTE have been consulted and no objections have been received.

13. EQUALITY IMPACT

- 13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

16. LIST OF APPENDICES

- Appendix 1 – Plan showing the proposals.

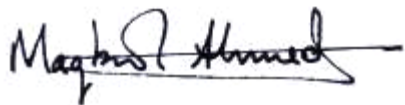
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4176;
- Schedule;
- Statement of Reasons;
- Internal Consultation;
- TRO & Delegated Powers Report;

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

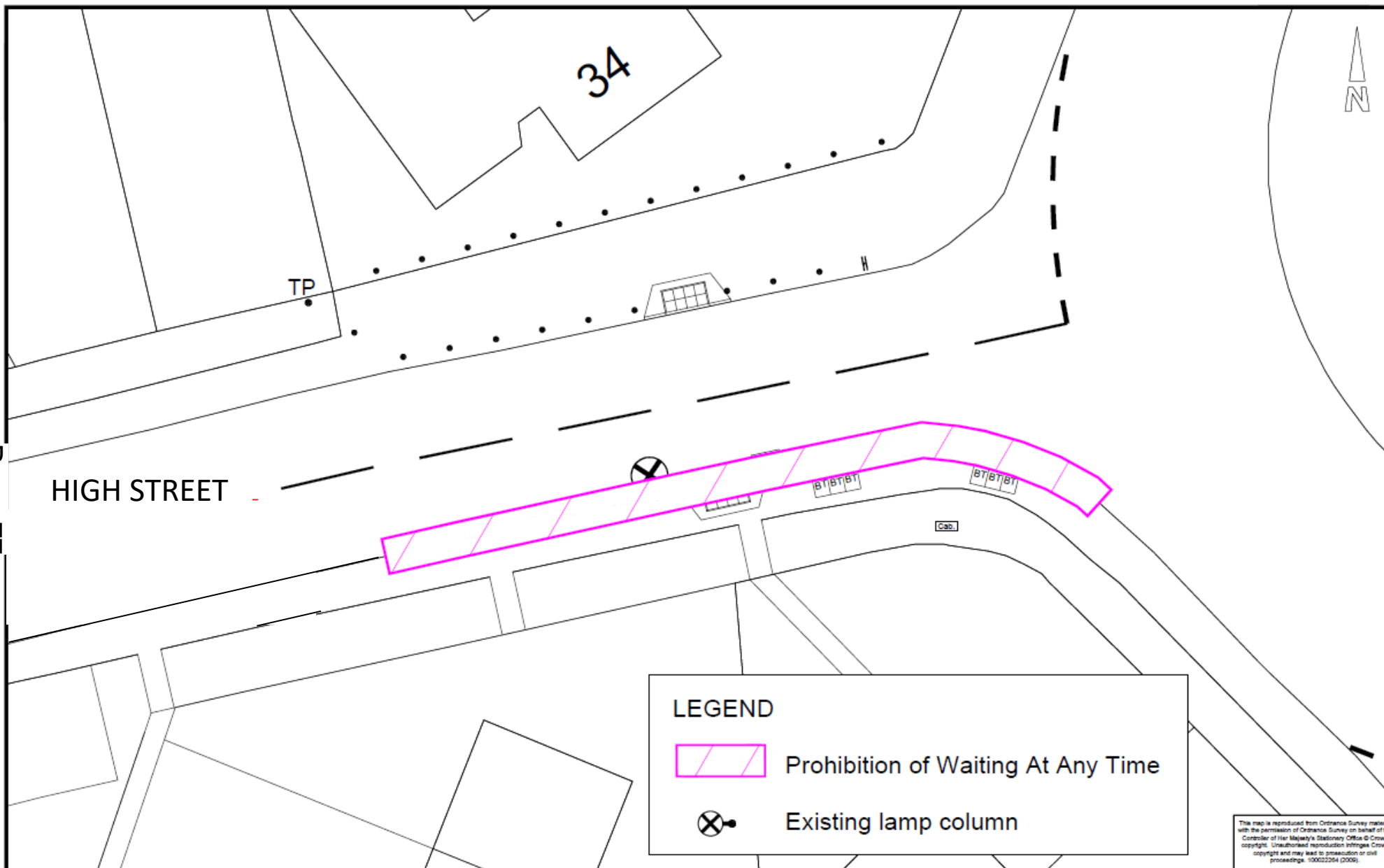
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



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Maqbool Ahmed.
Acting Strategic Finance Manager

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



BARNSELEY
Metropolitan Borough Council

Barnsley Bus Hotspots - High Street, Monk Bretton - Prohibition of Waiting

Scale 1/150	
Drawn E.D.C.	Date MAR.2019
Checked	File BBHS

Paul Castle Service Director, Place Directorate Environment & Transportation (Business Unit 8) P.O. Box 601, Westgate Plaza One, Westgate Barnsley. S70 9FA Tel. (01226) 770770 Fax. (01226) 772222	
Drawing No.	HD/BBHS/19-20/HS/1

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BARNSELEY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

MANOR ROAD and BARNSELEY ROAD, Cudworth, Barnsley.

Proposed, 'No Waiting at Any Time' restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on Manor Road and Barnsley Road, Cudworth.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 A new housing development is located at Cudworth, the western side of the development is accessed via Newland Avenue, and on the eastern side by Carrs Lane. The site is now undergoing development;
- 3.2 As part of this development, a traffic impact assessment identified that the junction of Manor Road and Barnsley Road would see an increase in traffic movements as a result of residents travelling in and out of the development;
- 3.3 It was determined that the visibility splays at the junction needed to be enhanced and protected such that there is no obstruction to visibility for the safety of all road users.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To prohibit vehicles waiting at any time on parts of Manor Road and Barnsley Road;
- 4.2 The measures will ensure that these areas will be kept free from parked vehicles, maintain visibility for motorists, improve manoeuvrability through the junctions and improve overall safety of pedestrians, and other road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 The only alternative proposal to prevent carriageway/footway parking would be to install bollards, guardrails or restraining curbs. However, these options are not feasible as other road user such pram pushers, wheelchair users, pedestrians and cyclists would be restricted and/or obstructed.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The restrictions will prevent both indiscriminate and careless parking and footpath parking. Traffic flow and congestion would be improved and overall safety for road and footway users would be improved and protected;
- 6.2 The opportunity for residents to park outside their properties on the public highway will be reduced. Most residences have off-street private parking.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,000.00 and are being funded by the developer – Barratt Homes Ltd.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.
- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

- 12.1 The Local Ward Members, Area Manager, Emergency Services and the SYPTTE have been consulted and no objections have been received.
- 12/2 Public consultation also took place, and 1 objection were received. The Cabinet voted to overrule the objection and proceed with the TRO as originally proposed.

13. EQUALITY IMPACT

- 13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

16. LIST OF APPENDICES

- Appendix 1 – Plan showing the proposals.

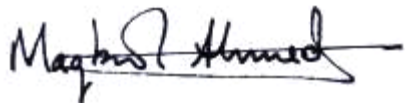
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4156;
- Objection Report – September 2021;
- TRO & Delegated Powers Report.

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

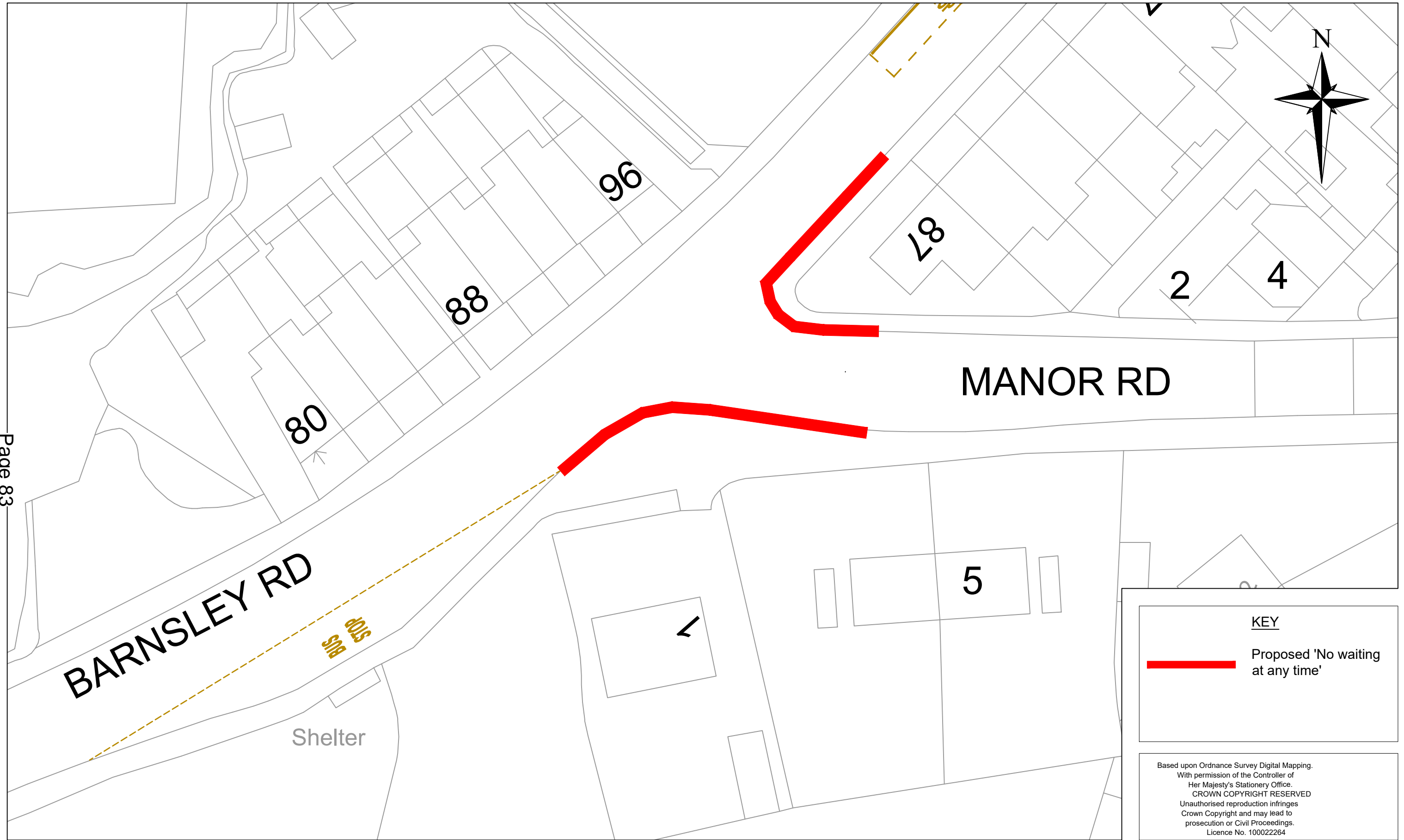
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



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Maqbool Ahmed.
Acting Strategic Finance Manager

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



COMPUTER FILE NAME

Scale

1:500@A3

Drawn

DS

Checked

DB

Date

April 2021

File

4156

Drawing No.

TR/4156/1/FINAL

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BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

**NANNY MARR CRESCENT, (junction with Nanny Marr Road),
Darfield, Barnsley.**

Proposed waiting restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on Nanny Marr Crescent, Darfield, Barnsley.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 A planning application was granted on 1st October 2019 for the development of 41 dwellings with associated roads, public open space and landscaping on land on Nanny Marr Road, Darfield, Barnsley (formerly 'Foulstone School');
- 3.2 Planning consent was granted with a condition that measures were taken to prevent parking and loading in and around a new access road, Nanny Marr Crescent, and its new junction with Nanny Marr Road;
- 3.3 It was determined that the new junction required waiting restrictions which tied in with existing no waiting at any time restrictions on Nanny Marr Road.
- 3.2 The restrictions have been designed to prevent inconsiderate and obstructive parking; thereby allowing buses full access to bus stops, improving the free flow of traffic, maintaining visibility, and improving manoeuvrability and access along the road.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To prohibit vehicles waiting at any time on parts of both sides of Nanny Marr Crescent at the junction, linking in with existing restrictions on Nanny Marr Road;
- 4.2 The measures will ensure these areas are kept free from parked vehicles, maintain visibility for motorists and improve manoeuvrability and improve overall safety of pedestrians and other road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 An alternative would be to leave the road/junction unrestricted. However, this would not comply with the planning consent condition and result in indiscriminate and obstructive parking in the junction leading to reduced visibility for all road users.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 Nanny Marr Road (at the site of the new junction) is already subject to existing no waiting at any time restrictions. The new restrictions will have no additional impact on the local community.
- 6.2 Nanny Marr Crescent is a new access road where the first 60m of road from the new junction has no dwellings. Therefore, there is no impact on residents.
- 6.3 The restrictions will benefit residents, footway users and motorists by preventing indiscriminate parking and improving and protecting visibility in and around the new junction.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,000.00 and are being funded by the developer.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.
- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

12.1 The Local Ward Members, Area Manager, Emergency Services, Parking Enforcement and the SYPTE have been consulted and no objections have been received;

12.2 Public consultation also took place and no objections were received.

13. EQUALITY IMPACT

13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

- 15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

16. LIST OF APPENDICES

- Appendix 1 – Plan showing the proposals.

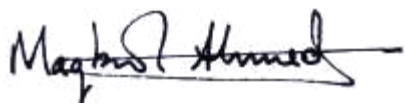
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4165;
- TRO & Delegated Powers Report;

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

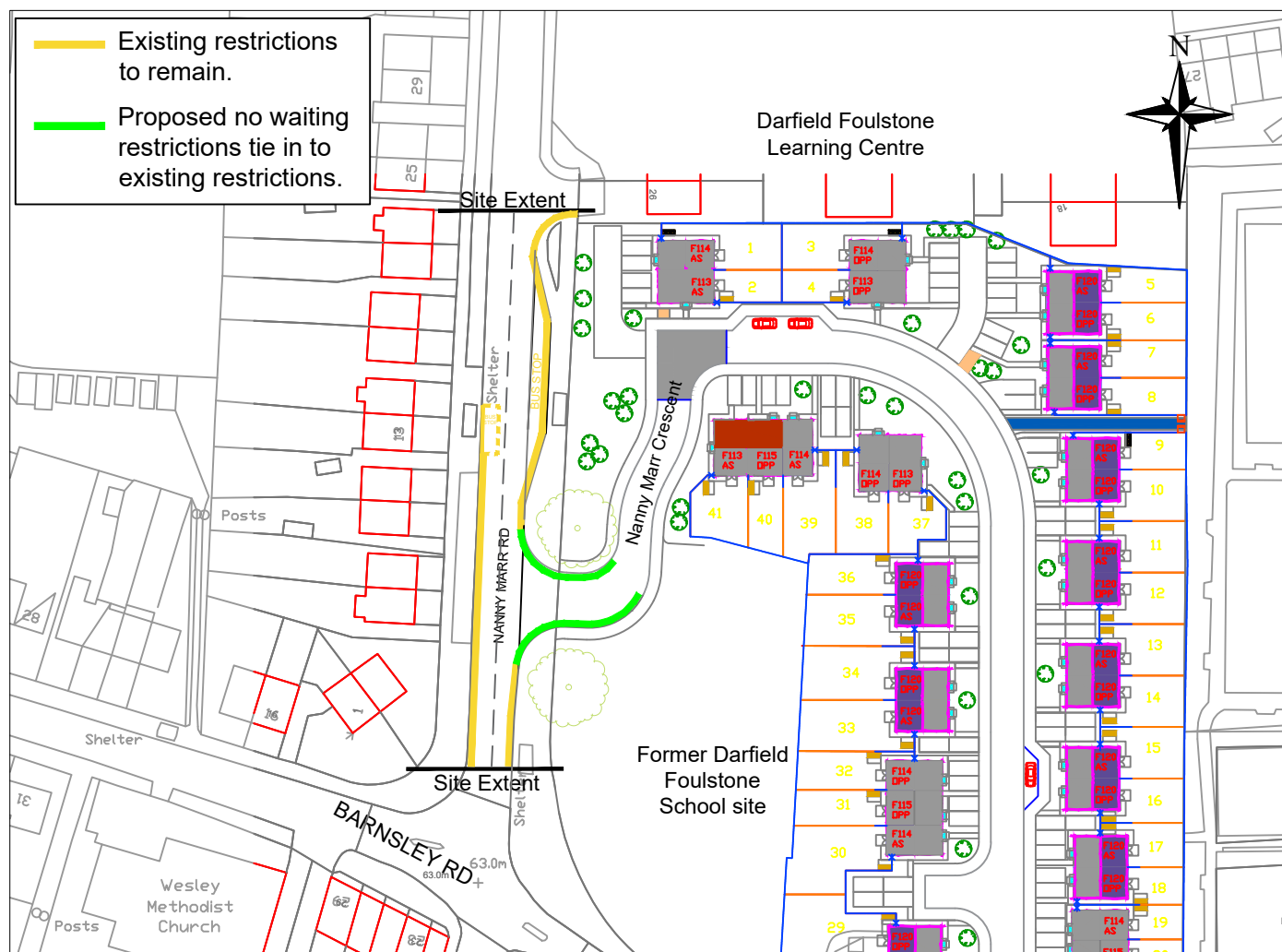
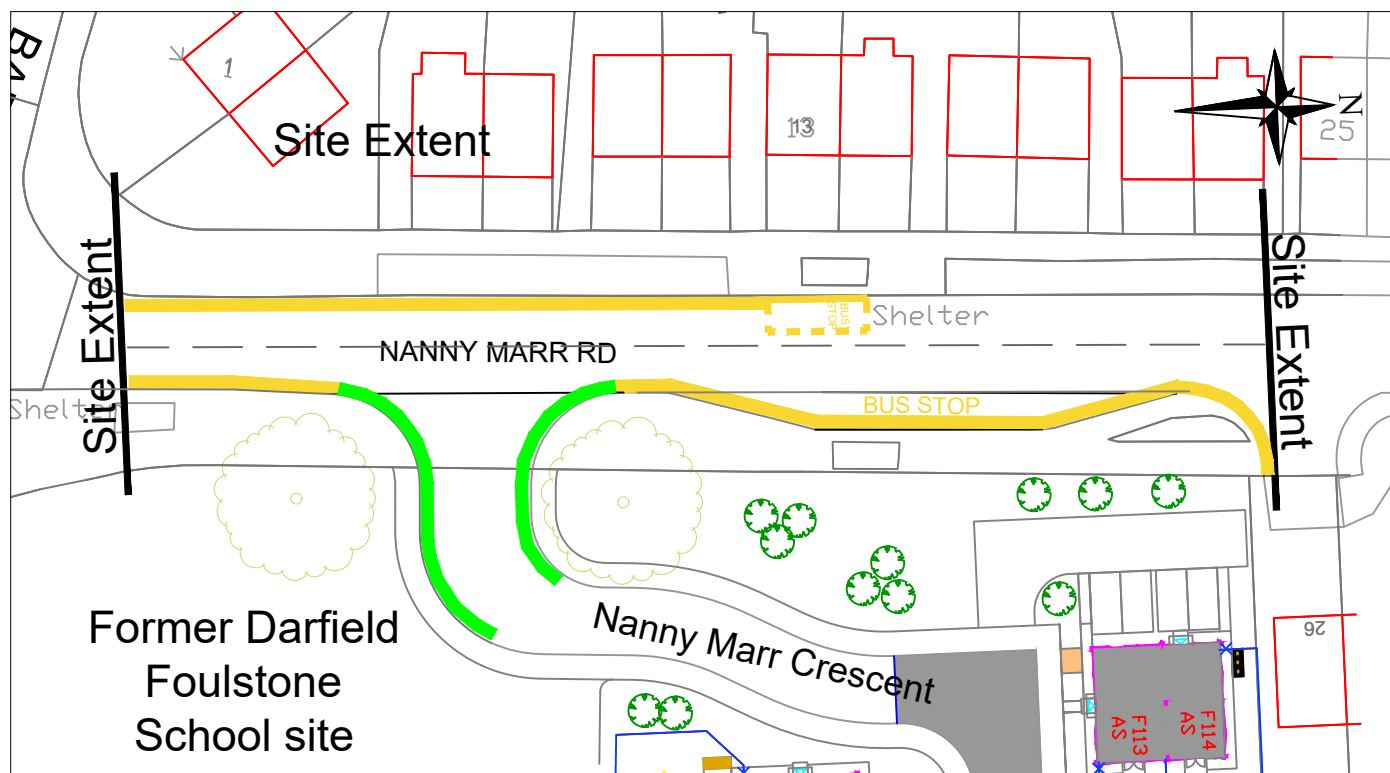
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



.....
Maqbool Ahmed.
Acting Strategic Finance Manager

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



COMPUTER FILE NAME



BARNSLEY
Metropolitan Borough Council

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Drawn
DS

Date
MAY 2021

Checked
DB

File
Page 89

Paul Castle
Service Director, Environment & Transport.
Place Directorate.
Westgate Plaza, Westgate, Barnsley, S70 2DR.
Tel. (01226) 773555 Fax. (01226) 772110

Drawing No.
DS/4165/APPENDIX 1/FINAL

Drawing

**Nanny Marr Crescent, Darfield
Proposed Waiting restrictions.**

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BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

Public or private: Public

STATION ROAD, Worsbrough Dale, Barnsley.

Proposed, 'No Waiting at Any Time' restrictions.

1. PURPOSE OF REPORT

- 1.1 To seek Cabinet approval to enact a Traffic Regulation Order (TRO) necessary to introduce restrictions on Station Road, Worsbrough Dale.

2. RECOMMENDATIONS

- 2.1 To approve the proposal as described in this report and to authorise the Head of Highways and Engineering and the Legal Service Director and Solicitor to the Council make and implement the Traffic Regulation Order.

3. INTRODUCTION

- 3.1 A complaint was received from the South Yorkshire Passenger Transport Executive regarding traffic congestion and uncontrolled parking on Station Road.
- 3.2 The indiscriminate and careless parking on Station Road was resulting in significant reduction in road width and visibility, vehicle manoeuvrability and access for larger vehicles including the emergency services, refuge vehicles etc.
- 3.3 It is proposed to introduce 'No Waiting at Any Time' restrictions along parts of Station.
- 3.4 The restrictions have been designed to prevent parking; thereby allowing buses full access to bus stops, improving the free flow of traffic, maintaining visibility and improving manoeuvrability and access along the road.

4. PROPOSAL AND JUSTIFICATION

- 4.1 To prohibit vehicles waiting at any time on both sides of Station Road and its side junctions.
- 4.2 The measures will ensure these areas are kept free from parked vehicles, maintain visibility for motorists and improve manoeuvrability and improve overall safety of pedestrians and other road users.

5. CONSIDERATION OF ALTERNATIVE APPROACHES

- 5.1 An alternative would be to leave the roads unrestricted. However, this would not address the indiscriminate and careless parking of residents, improve the visibility for motorists, improve manoeuvrability and access for larger vehicles including the emergency services and improve the overall safety of pedestrians and other road users.

6. IMPLICATIONS FOR LOCAL PEOPLE/SERVICE USERS

- 6.1 The proposed restrictions will prevent indiscriminate and careless parking, prevent traffic build up, thereby reducing vehicle emissions from standing traffic, improve the free flow, manoeuvrability and access of vehicles through the local roads and improve overall safety of pedestrians and other road users by maintaining visibility.
- 6.2 The opportunity for residents to park outside their properties on the public highway will be reduced. Most residences have off-street private parking.
- 6.3 The restrictions will also benefit footway users by preventing half-on/half-off vehicle parking in and around the West Street junction.

7. FINANCIAL IMPLICATIONS

- 7.1 The costs of advertising and legal fees associated with the TRO are estimated at £7,837.50 and are being funded by the SYPTE.

8. EMPLOYEE IMPLICATIONS

n/a

9. LEGAL IMPLICATIONS

- 9.1 The Road Traffic Regulation Act 1984 provides the appropriate powers for the Council to make the proposed TRO and the Council is satisfied it is expedient to make the Order for avoiding danger to persons or other traffic using the roads and for preventing the likelihood of any such danger arising, and for facilitating the passage of traffic on the roads.
- 9.2 In determining the extents of the proposed restrictions, the Council has had due regard to the duty imposed on it to exercise the functions conferred on it by the Road Traffic Regulation Act 1984 so as to secure the expeditious convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway (section 122 Road Traffic Regulation Act 1984) and is satisfied the traffic restrictions proposed will achieve those objectives.

10. CUSTOMER AND DIGITAL IMPLICATIONS

n/a

11. COMMUNICATIONS IMPLICATIONS

n/a

12. CONSULTATIONS

12.1 The Local Ward Members, Area Manager, Emergency Services and the SYPTE have been consulted and no objections have been received.

12.2 Public consultation also took place and no objections were received.

13. EQUALITY IMPACT

13.1 Not applicable - not relevant to the TRO process.

14. RISK MANAGEMENT ISSUES

14.1

Risk	Mitigation/Outcome	Assessment
1. Challenge to the proposals because they infringe the Human Rights Act	It is not considered the proposals have any interference with convention rights. Any potential interference must be balanced with the duty of the Council to provide a safe highway for people to use. The Legal Service Director and Solicitor to the Council has developed a sequential test to consider the effects of the Human Rights Act which are followed.	Low
2. Legal challenge to the decision to make the TRO.	The procedure to be followed in the making of TROs is prescribed by legislation which provides an opportunity to object to proposals which must be reported for consideration by Cabinet and there is an opportunity to challenge an order once it is made by way of application to the High Court on the grounds that the order is not within the statutory powers or that the prescribed procedures have not been correctly followed. Given that the procedures are set down and the Council follows the prescribed procedures the risk is minimal.	Low

15. COMPATIBILITY WITH THE EUROPEAN CONVENTION ON HUMAN RIGHTS

15.1 It is not considered to be any potential interference with European Convention on Human Rights as the proposals aims to create a safer environment and prevent indiscriminate parking.

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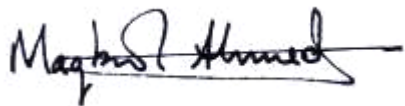
17. BACKGROUND PAPERS

- Project file – Traffic/TRO's/Permanent/4178;
- TRO & Delegated Powers Report;

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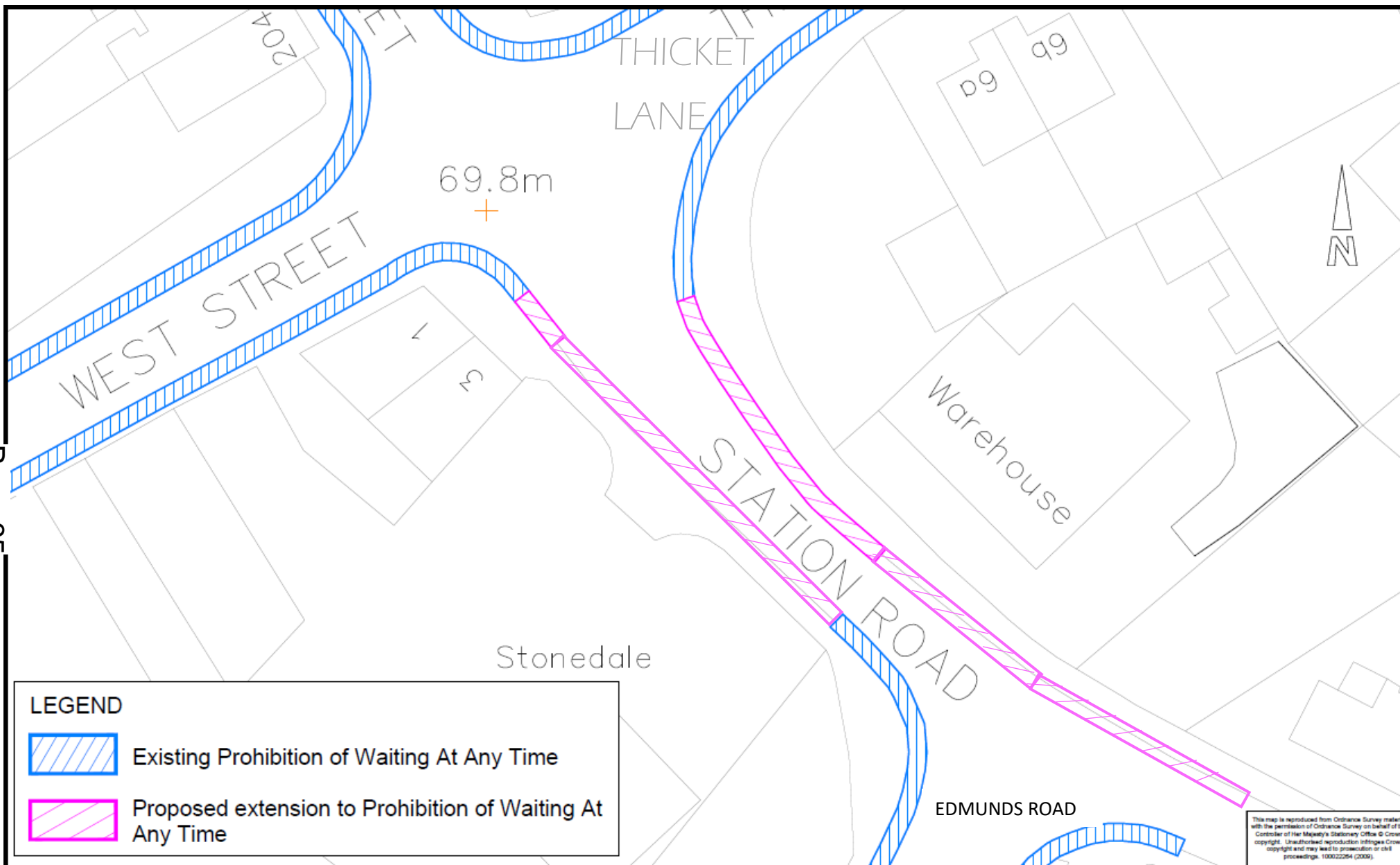
Report author: Darren Storr. Traffic Engineer.

Financial Implications/Consultation



.....
Maqbool Ahmed.
Acting Strategic Finance Manager

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



BARNSELY METROPOLITAN BOROUGH COUNCIL

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

**REPORT OF THE
EXECUTIVE DIRECTOR PLACE
TO CABINET ON 21 OCTOBER 2021**

South Yorkshire Electric Vehicle Charge Point Programme

(South Yorkshire Mayoral Combined Authority) 2021/22

1. Purpose of report

- 1.1 This report updates Members on the South Yorkshire Electric Vehicle Charging Point Programme and seeks approval to draw down grant funding. Given BMBC's key role in the development of this project, working with City Region colleagues, the report seeks approval for Barnsley Council to manage the procurement of the EV Charging infrastructure on behalf of key partners and to enter into a legal agreement to deliver the programme within Barnsley.

2. Recommendations

It is recommended that Cabinet:

- 2.1 **Approve the Council entering into a funding agreement with, and accepts up to £275,384.98 funding, from South Yorkshire Mayoral Combined Authority (SYMCA).**
- 2.2 **Approve the Council to conduct a procurement exercise using the Crown Commercial Services RM6213 (Vehicle Charging Infrastructure Services) framework; using the 'Clustering' option on behalf of the SYMCA authorities and acting as Lead Buyer; and**
- 2.3 **Approve the Council entering into a contract with the identified preferred supplier to deliver electric vehicle ChargePoint infrastructure (EVCI) within Barnsley.**

3. Introduction

- 3.1 SYMCA were awarded £1.847M from the Government's Get Britain Building Fund (GBF) in 2020 for electric vehicle charging infrastructure. Barnsley MBC have been providing expertise on EVCI to SYMCA since 2020 to develop the project to procurement.
- 3.2 The total funding is available to all organisations within the SYMCA, namely.
- Barnsley MBC;
 - Doncaster MBC;
 - Rotherham MBC;
 - Sheffield CC; and

- South Yorkshire Passenger Transport Executive (SYLTE).

- 3.3 All organisations have put forward several prioritised sites for consideration in the project. Barnsley MBC, acting on behalf of SYMCA, have engaged consultants Arup to provide expertise in developing the full business case (FBC) for submission to the SYMCA Housing and Infrastructure Board.
- 3.4 Arup have developed a site prioritisation methodology working closely with all stakeholders to score and rank proposed sites across the region. This methodology has been used to identify priority sites using a strategic approach and to apportion funding to each organisation. Arup have conducted an analysis of procurement and delivery options and produced a report with recommendations which have been taken forward into the SYMCA.
- 3.5 The Arup report also recommends that a procurement is conducted on behalf of all organisations with one of the organisations acting as the lead buyer. The recommended procurement route is to use the existing dynamic purchasing system (DPS) offered by Crown Commercial Services (CCS); RM6213 Vehicle Charging Infrastructure Services (VCIS).

4. **Proposal and justification**

4.1 **Funding**

- 4.1.1 The Arup Site Prioritisation Methodology has identified a priority list of sites across the region, based on alignment with key strategic outcomes such as promotion of public transport and electrification of taxis and private hire vehicles.
- 4.1.2 The priority list allocates up to £1.350M of the available funding and SYMCA propose to then divide remaining funding (£0.497M) equally amongst the four Local Authorities to enable them to respond to local needs for EV charging, such as provision of charging for use by residents without access to off-street parking. There is also potential for LA's to leverage additional funding for these projects using Office for Zero-Emission Vehicles (OZEV) On-Street Residential ChargePoint Scheme (ORCS) funding.
- 4.1.3 The proposed total amounts allocated to each delivery organisation are detailed in the table below:

Breakdown by delivery organisation

	Fast (7kW)	Fast (22kW)	Rapid	Total	Cost Estimate		
Barnsley	13	0	2	15	£	275,384.98	15%
Doncaster	9	0	1	10	£	166,422.22	9%
Rotherham	10	0	4	14	£	343,660.20	19%
Sheffield	13	2	5	20	£	482,337.53	27%
SYLTE	50	0	0	50	£	532,195.06	30%
Total	95	2	12	109	£	1,800,000.00	100%

Amounts are indicative and may be affected by increases in project costs such as professional fees and amounts payable to Barnsley MBC for project management and procurement support.

- 4.1.4 The identified sites with Barnsley which will be prioritised are John Street and Market Gate car parks which will both get 1no. rapid EV charger as well as 2no. dual fast EV chargers which will support taxi and private hire vehicle drivers as well as members of the public at an estimated cost of £163,307.
- 4.1.5 The remaining funding available, up to £112,077, will be used to provide additional EV charging at the Council's discretion, including in locations that support residents without access to off-street parking. There is also potential to leverage an additional £100,000 from the OLEV ORCS fund to increase the number of chargers that can be delivered from the funding available.
- 4.1.6 All costs are currently based on estimates. The exact costs, locations and numbers of chargers delivered will depend on supplier detailed design and costs for provision of electrical connections where required. Any changes to costs will be managed within the agreed budget by increasing or decreasing the scope of the project accordingly.
- 4.1.7 The Council will enter into a funding agreement with SYMCA and will draw down the funding on completion of the project, so it will be necessary for the Council to cover the costs of the project up to completion. 75% of OLEV ORCS funding (up to £75,000) will be paid in advance with 25% (up to £25,000) payable on completion.
- 4.1.8 The GBF monies need to be spent by SYMCA by the end of March 2022 according to the funding conditions. Barnsley MBC, acting as Lead Buyer, as well as providing project management and procurement support, have advised SYMCA that this is not possible as approval and procurement timelines do not allow sufficient time to deliver the project. SYMCA will need to manage this with MHCLG to avoid clawback of funding. It is understood that discussions relating to funding flexibility are underway.

4.2 Procurement

- 4.2.1 An analysis of available procurement routes was carried out by Arup and a recommendation made to SYMCA to procure on behalf of all organisations for delivery of the programme.
- 4.2.2 The recommended route is the CCS RM6213 Vehicle Charging Infrastructure Services (VCIS) with Barnsley MBC leading the procurement on behalf of SYMCA and establishing a contract that enables partner organisations to place orders directly with the appointed supplier. The CCS framework offers a specific arrangement known as 'Clustering' that allows groups of organisations to procure through a single supplier with one organisation acting as Lead Buyer.

- 4.2.3 The procurement event will be conducted by Barnsley MBC working closely with the project stakeholders to enable appointment of supplier/s to enable delivery of the programme.
- 4.2.4 There will be costs associated with the provision of electricity to the chargepoints that will need to be paid by the Council. The EVCI will be chargeable at point of use by the public and any revenue raised will be retained by the Council. The Council will retain control over the tariff charged.
- 4.2.5 The EVCI will be the property of the Council and at the end of the initial 5-year contract period the Council will need to procure for an ongoing operation and maintenance (O&M) contract to enable the EVCI to continue to function.

5. Consideration of alternative approaches

5.1 Do nothing

- 5.1.1 Barnsley MBC could choose not to accept the funding from SYMCA, and the funding would be allocated to other organisations within the MCA instead. Barnsley MBC would lose the opportunity to deliver additional charge points in the Barnsley area and would potentially need to fund further projects using capital budgets to ensure that EVCI provision in the Barnsley area does not fall behind the rest of the region and country.
- 5.1.2 Barnsley already lags behind the rest of the UK in terms of the number of charge points per 100,000 residents and while action is currently being taken by the Council to improve the situation in Barnsley, there is a requirement for both rapid charging and additional fast chargers to ensure that residents are provided with adequate infrastructure to support the change from diesel and petrol engine vehicles to electric vehicles.
- 5.1.3 The Council is already delivering additional EVCI through a combination of capital funding and available Government grant funding and this additional infrastructure will improve the situation in Barnsley, but constant investment is required to keep pace with the rise in demand for EV charging up to 2030 and beyond. Available grant funding also will not fund rapid charging which is required to support electrification of high-mileage vehicles such as taxi and private hire vehicles and delivery vehicles, which also contribute a large amount of harmful emissions within our town centre.
- 5.1.3 For these reasons this approach is not recommended.

6. Implications for local people / service users

- 6.1 Barnsley falls below the current average UK provision for number of EV chargers per 100,000 people. The sale of new diesel and petrol engine vehicles will be banned in the UK from 2030 and residents will increasingly need to adapt to electric vehicles. The Council will need to ensure that adequate infrastructure is available to support residents to make the transition to electric vehicles.

- 6.2 Petrol and diesel vehicles also contribute to poor local air quality which has negative effects on health for residents. Encouraging and enabling a faster transition to electric vehicles will accelerate the health benefits of reduced tailpipe emissions.
- 6.3 19% of households in the Barnsley area (21,227 households) do not have access to off-street parking and will be unable to install EV chargers at their homes. These residents will need access to convenient EVCI to enable them to make the transition to electric vehicles.
- 6.4 We need to ensure that EVCI is prioritised in locations where it is needed. It is recommended that we engage local residents through social media, press and external website to provide us with key locations as well as using the expertise of the appointed supplier to assist in final portfolio decisions.

7. Financial Implications

- 7.1 Consultations have taken place with representatives of the Service Director – Finance (S151 Officer).

Procurement

- 7.2 This report seeks approval for the Council to act as ‘Lead Buyer’ and procure a Vehicle Charging Infrastructure Services framework; on behalf of the SYMCA authorities.
- 7.3 The SYMCA stakeholders will each deliver the schemes individually using the framework established by the Council, each incurring their own element of capital expenditure relating to each partners’ priority schemes in their respective infrastructures.

Capital Expenditure

- 7.4 The allocated funding will be used to install an estimated 15 Electric Vehicle Chargers with the proposed split being 13 Fast 7kw and 2 Rapid 50kw. The tables below detail the estimated costs per charger type.

EV Chargers Unit Costs	EVCi Fast	EVCi Rapid
	7kw	50kw
DNO	£ 3,290	£ 11,750
Charger	£ 2,500	£ 25,000
Installation	£ 5,000	£ 10,000
Initial CAPEX per Unit	£ 10,790	£ 46,750
		Total

EV Chargers Unit Costs	EVCi Fast	EVCi Rapid	
	7kw	50kw	
Proposed No. of Chargers	13	2	15

Proposed Investment	EVCi Fast	EVCi Rapid	Total
	7kw	50kw	Estimated Cost
Estimated CAPEX	£140,270	£93,500	£233,770
Contingency	£24,970	£16,645	£41,615
Total Estimated CAPEX	£165,240	£110,145	£275,385

- 7.5 The full costs of all infrastructure required including the charge points, survey works, civils works, signage, bay-marking and crash protection, and all electrical infrastructures including installation and distribution network operator (DNO) costs for new electrical connections or modifications to existing electrical supplies will be included in the purchase cost.
- 7.6 An element of contingency is held at this stage, pending the outcome of the formal tender process. The number of chargers will be maximised to the value of the grant once the final prices / costs are agreed.

Capital Funding

- 7.7 This report also seeks approval for the Council to accept £0.275M of grant funding from South Yorkshire Mayoral Combined Authority (SYMCA).
- 7.8 SYMCA are set to pass through the grant from the Ministry of Housing, Communities and Local Government (MHCLG) to the respective South Yorkshire authorities. MHCLG have set conditions on the grant in terms of the deadline for spending which is currently the 31st March 2022.
- 7.9 The Council accepts that this deadline is currently almost impossible to achieve, especially given that the procurement framework has yet to be established and embedded etc. and has fed this back to SYMCA. It is understood that SYMCA are to open negotiations with MHCLG to an extension of this timeframe.
- 7.10 To mitigate the risk of any clawback of the grant funding from the MHCLG via SYMCA, the Council will seek to include such conditions that state in the event of any grant clawback from MHCLG, that the Council's costs are reimbursed by SYMCA and therefore it is them that carries this risk.

- 7.11 Should these conditions not be accepted by SYMCA, then the Council would not accept the funding and would continue to explore other opportunities to grow the EVCI within the Borough.

Revenue Implications

- 7.12 The Council will be responsible for all ongoing revenue costs associated with the EVCI. These costs include the operation and maintenance contract for the electricity chargers which are currently estimated to be in the region of £500 per charger per annum. Furthermore, the cost of the actual electricity will fall on the Council though this cost is unquantifiable at this stage. Following the tender process, and the appointment of the preferred contractor, the Council will be able to estimate this with greater clarity.
- 7.13 The Council will retain the associated income generated from the end users and has discretion on the charging mechanism / price that the end user will be ultimately charged for charging their vehicles. It is difficult to predict the potential income from the EVCI at this stage as the growth profile of the EV market is uncertain and depends on policy and incentives as well as consumer behaviour.
- 7.14 Tariffs will be set in due course, which will ensure, as far as practically possible that, the Council's revenue costs are recouped in full. Again, the level of that overall recoupment is dependent on the uptake of the use of the EVCI so this remains a risk to the Council.
- 7.15 Full estimated costs, pre-procurement, are included as an Appendix A.

8. Employee implications

- 8.1 There are no direct employee implications from this report. The project management support provided by the Sustainability and Climate Change team was time charged and has been paid to the Council to off-set the base budget.

9. Communications implications

- 9.1 EVCI will be available to the public and represent a positive news story in support of the Council's wider Zero45 sustainability objectives. The investment and project will be publicised through press and social media as well as on the Council website.

10. Consultations

Consultation has been undertaken with BMBC Procurement and Legal and with SY Partners seeking to access the funding and utilise the contractual arrangements which are procured.

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

- 11.1 Continued investment in enabling the transition to electric vehicles contributes to the Council's Zero45 decarbonisation ambitions as well as directly contributing to

targets for an increase in the number of EV charge points in the Town Centre Car-Parking Strategy and Transport Strategy.

12. Promoting equality, diversity, and social inclusion

- 12.1 The provision of new EV charging points has been considered to ensure that there is a split of provision within the principal towns of the borough and that points are made available to residents in areas where there is a lack of off-street parking; preventing them from having a charging point fitted at home (on a drive/within a garage etc).

13. Risk management issues

- 13.1 The GBF monies will need to be spent by end of March 2022 according to the conditions of the funding. Barnsley MBC acting as Lead Buyer, as well as providing project management and procurement support to SYMCA, have advised this is not possible due to the governance and procurement timelines.
- 13.2 It is unlikely that a supplier could be appointed before January 2022, which would leave just weeks to deliver a complex project. There are time constraints around provision of electrical infrastructure such as new or upgraded electrical supplies and metering that can take up to 12 weeks alone.
- 13.3 SYMCA will need to manage the timeframe pressures with MHCLG to avoid potential clawback of funding. The procurement will be established as a call-off so there will be no obligation for the Council to proceed with the project if funding is not available for any reason.

14. Sustainability Wheel

The main sustainability impacts of this project are making it easier for residents to switch to an electric vehicle by improving the borough-wide charging infrastructure. This has multiple benefits, from reducing GHG emissions from car use by switching from petrol/diesel to electricity, to reducing pollution and improving air quality. Improving public charging infrastructure also has the social benefit of allowing those with no off-street parking to charge an EV.



15. List of appendices

Appendix A – Financial Implications

16. Background papers

SYMCA/BMBC Arup Report

SYMCA Chief Executives Briefing Note July 2021

SYMCA Full Business Case (Electric Vehicle Charging Infrastructure)

Officer Contact George Lee

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Report of the Executive Director Place

FINANCIAL IMPLICATIONS

South Yorkshire Electric Vehicle Charge Point Programme

i)	<u>Capital Expenditure</u>	<u>2021/22</u>	<u>2022/23</u>	<u>Future Years</u>
		£	£	£
	Installation of Electric Vehicle Chargers	275,385		
		<hr/>		
		275,385		
	To be financed from:	<hr/>		
	South Yorkshire Mayoral Combined Authority (SYMCA) Grant	275,385		
		<hr/>		
		275,385	0	0
		<hr/>		
ii)	<u>Revenue Expenditure</u>	<u>2021/22</u>	<u>2022/23</u>	<u>Future Years</u>
		£	£	£
		<hr/>		
		0	0	0
	To be financed from:	<hr/>		
		<hr/>		
		0	0	0
		<hr/>		

Impact on Medium Term Financial Strategy

Not applicable in this report

Agreed by:



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

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