

Public Document Pack

MEETING:	Cabinet
DATE:	Wednesday 5 April 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall
PUBLIC WEB LINK:	https://barnsley.public-i.tv/core/portal/webcasts

AGENDA

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

Minutes

3. Minutes of the previous meeting held on 22 March 2023 (Cab.5.4.2023/3)
(Pages 3 - 8)

Items for Noting

4. Decisions of Cabinet Spokespersons (Cab.5.4.2023/4)
5. Action Taken under Paragraph B5 of the Responsibility for Executive Functions - Officer Delegations Contained in the Council Constitution (Cab.5.4.2023/5)
(Pages 9 - 10)

Petitions

6. Petitions received under Standing Order 44 (Cab.5.4.2023/6)

Items for Decision/Recommendation to Council

Joint Children's and Regeneration and Culture Spokespersons

7. Outcomes of the National Takeover Challenge 2022 (Cab.5.4.2023/7)
(Pages 11 - 24)

Environment and Highways Spokesperson

8. Highways Capital Programme 2023/24 (Cab.5.4.2023/8) (Pages 25 - 54)
9. Vehicle Replacement Programme (VRP) 2023/24 (Cab.5.4.2023/9)
(Pages 55 - 76)

Public Health and Communities Spokesperson

10. 2022 Director of Public Health Annual Report - Tackling the Cost-of-Living Crisis (Cab.5.4.2023/10) (Pages 77 - 120)

To: Chair and Members of Cabinet:-

Councillors Houghton CBE (Chair), T. Cave, Franklin, Frost, Higginbottom, Howard, Lamb, Makinson and Platts

Cabinet Support Members:

Councillors Bowser, Cain, Cherryholme, Eastwood, Newing, Osborne and Peace

Chair of Overview and Scrutiny Committee

Chair of Audit Committee

Sarah Norman, Chief Executive

Wendy Poplewell, Executive Director Core Services

Carly Speechley, Executive Director Children's Services

Wendy Lowder, Executive Director Place Health and Adult Social Care for Barnsley

Matt O'Neill, Executive Director Growth and Sustainability

Julia Burrows, Executive Director Public Health and Communities

Neil Copley, Director of Financial Services (Section 151 Officer)

Sukdave Ghuman, Service Director Law and Governance (Monitoring Officer)

Michael Potter, Service Director Business Improvement, HR and Communications

Katie Rogers, Head of Communications and Marketing

Anna Marshall, Scrutiny Officer

Corporate Communications and Marketing

Please contact Sukdave Ghuman by email governance@barnsley.gov.uk

Tuesday 28 March 2023



MEETING:	Cabinet
DATE:	Wednesday 22 March 2023
TIME:	10.00 am
VENUE:	Council Chamber, Barnsley Town Hall

MINUTES

Present Councillors Houghton CBE (Chair), T. Cave, Franklin, Frost, Higginbottom, Howard, Lamb, Makinson and Platts

Members in Attendance: Councillors Bowser, Cherryholme, Eastwood, Newing, Osborne and Peace

213. Declaration of pecuniary and non-pecuniary interests

Councillor Newing declared a non-pecuniary interest as an NHS employee in respect of Minute Number 218.

214. Leader - Call-in of Cabinet decisions

The Leader reported that no decisions from the previous meeting held on 08 March 2023 had been called in.

215. Minutes of the previous meeting held on 8 March 2023 (Cab.22.3.2023/3)

The minutes of the meeting held on 08 March 2023 were taken as read and signed by the Chair as a correct record.

216. Decisions of Cabinet Spokespersons (Cab.22.3.2023/4)

The Record of Decisions taken by Cabinet Spokespersons under delegated powers during the week ending 10 March 2023 were noted.

217. Petitions received under Standing Order 44 (Cab.22.3.2023/5)

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

218. Scrutiny Task and Finish Group Report on Sexual and Reproductive Health in Barnsley (Cab.22.3.2023/6)

RESOLVED that the report be received, and the Executive Director Public Health and Communities be requested to co-ordinate a response to the recommendations in the report within 28 days.

219. Overview and Scrutiny Committee Task and Finish Group Report on Customer Experience of BMBC (Cab.22.3.2023/7)

RESOLVED that the report be received, and the Executive Director Core Services be requested to co-ordinate a response to the recommendations in the report within 28 days.

220. Overview and Scrutiny Committee Task and Finish Group Report on an Inclusive Economy in Barnsley (Cab.22.3.2023/8)

RESOLVED that the report be received, and the Executive Director Growth and Sustainability be requested to co-ordinate a response to the recommendations in the report within 28 days.

221. Statement of Gambling Policy Review Consultation 2022/23 (Cab.22.3.2023/9)

RECOMMENDATION TO FULL COUNCIL ON 30 MARCH 2023

RESOLVED that Cabinet recommends to Full Council that the Statement of Gambling Policy contained at Appendix 1 be published in accordance with the statutory requirements and adopted by the Council.

222. Implementation of the 2023/24 Pay Policy Statement (Cab.22.3.2023/10)

RECOMMENDATION TO FULL COUNCIL ON 30 MARCH 2023

RESOLVED that Cabinet recommends to Full Council that the Pay Policy statement contained at Appendix 1 be approved.

223. Gender Pay Gap Report 2022 (Cab.22.3.2023/11)

RESOLVED that Cabinet notes the results outlined in Appendix 1.

224. Equality and Diversity Annual Report 2021/22 (Cab.22.3.2023/12)

RESOLVED that Cabinet:-

1. Approves the Key Findings and Improvement Actions; and
2. Approves that the report is published on the Council website.

225. A Cultural Strategy for Barnsley (Cab.22.3.2023/13)

RESOLVED that Cabinet:-

1. Recommends that the Council adopt the proposed approach for the development of Barnsley's Cultural Strategy; and
2. Endorses the involvement process with the diverse residents and communities of Barnsley as laid out in the report.

226. Housing Revenue Account (HRA) Decent Homes Capital Investment Report 2023/24 (Cab.22.3.2023/14)

RESOLVED that Cabinet:-

1. Approves the HRA 2023/24 Barnsley Homes Standard Programme; and

2. Approves the HRA 2023/24 Supplementary Investment Programme; and
3. Approves the HRA 2023/24 Other Investments; and
4. Approves the use of Berneslai Homes Reserves to fund the Independent Living Scheme Modernisation Pilot.

227. UK Shared Prosperity Funding (Cab.22.3.2023/15)

RESOLVED that Cabinet:-

1. Notes the progress made with securing UKSPF funds for the borough, the SY UKSPF Investment Plan and the process for approval of further funds; and
2. Delegates authority to Service Director Regeneration and Culture to bid for and receive all future UKSPF funds for Multiply, Rural UKSPF, Communities and Place, Supporting Business, People and Skills themes to SYMCA in order to maximise all further funding opportunities for the borough with future updates to be brought into Cabinet in a timely manner; and
3. Agrees 'in principle' to extend fixed term contracts of existing BMBC staff who were currently working on Business Support projects up to 31st March 2025 – continuation of the positions being subject to final confirmation of UKSPF funding to support those contracts; and
4. Accepts £0.400m of funding via SYMCA to fund Business Support specialists – final approval of the allocation pending.

228. South Yorkshire Integrated Care Partnership Strategy (Cab.22.3.2023/16)

RESOLVED that Cabinet:-

1. Officially establishes the Integrated Care Partnership (ICP) as a joint committee of the local authority and NHS South Yorkshire ICB; and
2. Endorses and adopts the current iteration of the Integrated Care Strategy for South Yorkshire and supports the strategy's ongoing development by the ICP.

229. 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>
230	Paragraph 3
231	Paragraph 3
232	Paragraph 3

230. Levelling Up Fund 2 Update and Acceptance of Grant (Cab.22.3.2023/18)

RESOLVED that Cabinet:-

1. Delegates approval to the Strategic Director, Regeneration & Culture and Service Director of Finance to accept the funding award of £10.243m for the Barnsley Futures LUF 2 bid (subject to contract) and the offer of Capacity Support Payments of approximately £0.110m (the latter being subject to final confirmation by DLUHC); and
2. Endorses the matching funding proposals outlined paragraph 3.1.10; and
3. Notes the 'at risk' spend utilised for Elsecar of £0.603m; and
4. Delegates approval for Legal Services and Estates to be instructed to develop proposed property disposal arrangements for the Nave property, following completion of the conversion works; and
5. Delegates approval be given to the Service Director Regeneration & Culture for grant agreements to be established and entered into with YMCA/Chillypep for construction activity on their property; and
6. Delegates approval to the Executive Director, Core Services to develop and run a procurement exercise for professional services for the development/delivery of the projects; and
7. Delegates approval to the Executive Director, Core Services and the Service Director, Regeneration & Culture for all necessary statutory approvals and consents to be obtained and associated agreements and contracts to be entered into; and
8. Delegates approval for the Service Director Regeneration & Culture in conjunction with the Service Director for Core Services to enter into Service Agreements and Construction Contracts as necessary for the delivery of the projects; and
9. Agrees to the establishment of a Project Board/Steering Group to oversee governance arrangements and project delivery.

231. Proposed Increase to Rates and Fees Associated with Section 38 and Section 278 Agreements (Cab.22.3.2023/19)

RESOLVED that Cabinet approves the increase in line with the rates shown in paragraph 3.1 for minor works and increases the fee on a sliding scale as shown in paragraph 3.5 to be implemented from 1st April 2023.

232. Transformation Programme - Microsoft Digital Enabler (Cab.22.3.2023/20)

RESOLVED that Cabinet:-

1. Approves the programme of works outlined and associated funding from Transformation Programme reserves set aside as part of the 2023/24 budget process; and
2. Accepts the concept of deploying capability and building capacity to support future development; and
3. Approves a move to a cloud base for digital functions; and
4. Requires regular update reports through Transformation governance, focused on benefits realisation; and
5. Agrees to and ensures the application of reusable services to all future service reviews.

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Chair

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BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF THE EXECUTIVE DIRECTOR CORE SERVICES

Action Taken under Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations Contained in the Council Constitution

1. Purpose of Report

To inform Cabinet of action taken as a matter of urgency under Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution.

2. Recommendations

That the action taken under Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations, as contained within the Appendix attached to the report, be noted.

3. Background

Individual actions taken following consultation with the appropriate Cabinet Spokesperson are detailed by Cabinet Portfolio in the Appendix to this report. In accordance with Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution these actions are reported into the next available Cabinet meeting.

4. Implications

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

5. Background Papers

Decision notices of action taken under Paragraph B5 of the Responsibility for Executive Functions – Officer Delegations contained in the Council Constitution available for inspection in the Council Governance Unit, subject to the notice not containing personal information as defined by the Data Protection Act 1998 or exempt information as described in Schedule 12A of the Local Government Act 1972.

Officer Contact: Sukdave Ghuman **Email:** governance@barnsley.gov.uk

Date: 23 March 2023

**Action Taken under Paragraph B5 of the Responsibility for Executive Functions –
Officer Delegations Contained in the Council Constitution**

**Date of
Decision**

1. **Principal Roads and Side Streets Investment Programme
2023/24**

23 March 2023

That the scheme of works be approved as listed in Appendix 1 to the main report.

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director, Children’s Services and
Executive Director, Growth and Sustainability

TITLE: Outcomes of the National Takeover Challenge 2022

REPORT TO:	CABINET
Date of Meeting	5 April 2023
Cabinet Member Portfolio	Children’s Services and Regeneration and Culture
Key Decision	No
Public or Private	Public

Purpose of report

To inform of the outcomes of Takeover Challenge 2022 and suggest alternative ways of delivery.

Council Plan priority

*Healthy Barnsley
Learning Barnsley
Growing Barnsley*

Recommendations

That Cabinet: -

- 1.** Acknowledges the engagement and participation of children and young people in the most recent Takeover Challenge event and celebrates the engagement, support and number of placements offered from various service areas and partner organisations
- 2.** Considers alternative approaches to Takeover Day Challenge outlined in the ‘proposals’ section of the report

1. INTRODUCTION

- 1.1 Takeover Challenge was a national event originally created in 2006 by the Office of the Children's Commissioner which champions, promotes, protects, raises awareness of and prompts others to respond to the rights, views, and interests of all of England's children. Since 2018 the children's newspaper 'First News' has managed this event and the Office of the Children's Commissioner ceased involvement from 2020.
- 1.2 The premise of Takeover Challenge was to put children and young people into real-life decision-making positions in organisations. Children gain a valuable insight and gain experience of a workplace, while organisations benefit from a fresh perspective on their work.
- 1.3 Barnsley has had a rich history of involvement with Takeover Challenge from its inception in 2006. However, our offer has evolved over time into:
 - Children and young people presenting their views and opinions on key issues (recent years have included Transitions to Adulthood and the Borough's Bullying Strategy) at the annual joint Children and Young People's Trust Executive Group (TEG) and Barnsley Children's Safeguarding Partnership (BCSP) meeting.
 - In person shadowing opportunities to gain insights into different types of careers (reserved for those with experience of being in care)
 - A suite of virtual opportunities to gain insights into various careers and work readiness (opened to all 14–24-year-olds)
- 1.4 In the last three years (2020-22) over 1,000 children and young people have participated, with 221 participating in 2022.
- 1.5 For Takeover Challenge 2022, a total of 22 in person shadowing and 30 virtual opportunities were created (some offering more than x1 opportunity) across a range of services within the Council and with external employers (see Appendix 1 for breakdown). The annual TEG/BCSP event opportunity did not take place.
- 1.6 Whilst this is a great achievement and should rightly be celebrated, only 4 shadowing opportunities were filled in 2021 and only 2 in 2022 by children and young people with experience of care. As mentioned previously, the TEG/BCSP event didn't run in 2022. Therefore, Barnsley's Takeover Challenge has now evolved into the virtual opportunities created that give insights into different types of careers, supporting effective Information, Advice & Guidance (IAG) children and young people receive to inform and shape their future career choices.
- 1.7 Whilst over 1,000 children and young people have participated in the virtual suite of opportunities in the last three years, feedback from schools and colleges suggests the timing is problematic. This is mainly due to November/December being an intensive exam preparation time in the build up to an exam period. Whilst they value the opportunities, many schools and colleges decided not to engage due to the timing in the year. When National Takeover Challenge was delivered by the Office of the Children's Commissioner the date was always fixed in November. Barnsley have

continued this tradition to coincide with the TEG/BCSP event.

- 1.8 In November 2022, the Council's Executive Directors pledged to guarantee work experience/placements/ringfenced apprenticeships for those with experience of being in care/care leavers when requested by the Employment & Skills Service's 'Inclusive Offer' team. Therefore, shadowing opportunities created specifically for Takeover Challenge can be created at any point in the year, and at times that are more appropriate.

2.0 **Proposal**

The following options are proposed:

2.1 **Cease involvement with Takeover Challenge**

Takeover Challenge has not been a national event from the Office of the Children's Commissioner for a number of years and the timing of Barnsley's Takeover Challenge is problematic with schools and colleges to enable children and young people participation.

The Employment & Skills Service's 'Inclusive Offer' team works in partnership with relevant Growth and Sustainability and Children's Services (*i.e.*, Targeted Information, Advice and Guidance team, Youth Voice and Participation Team, Virtual School, Children's Social Care etc.) to support those with experience of care (along with other vulnerable and/or disadvantaged groups) and to implement the Executive Directors Pledge made in November 2022. Therefore, ensuring the shadowing opportunities that took place as part of Takeover Challenge, are available throughout the year.

2.2 **Review the virtual offer to enhance impact, engagement, and alignment with Council Plan priorities**

Whilst over 1,000 children and young people have participated in the virtual suite of opportunities in the last three years as part of Takeover Challenge, feedback suggests the reach could be extended by working with schools to identify appropriate timings to deliver.

It is proposed the Inclusive Offer team work closely with education institutions to increase the frequency and availability of virtual opportunities.

In addition, it is also proposed the virtual opportunities are refined and become more targeted to:

- a. Align with the priority growth sectors in Barnsley, strengthening the Information, Advice and Guidance (IAG) children and young people receive and where there are good jobs and employment opportunities available locally. This can be achieved through effective use of labour market information and linking with schools careers advisors via the Careers and Enterprise Information, Advice & Guidance (CEIAG) network
- b. Have a clear focus on 'work readiness', to enhance understanding and reflection of required workplace behaviours and skills. This is an issue being reported by employers both locally and nationally with regards to young

people entering the labour market.

2.3 Recommendation

It is recommended both option 2.1 and 2.2 are approved. Whilst National Takeover Challenge by the Office of the Children's Commissioner ceased some years ago, Barnsley have proudly continued to deliver for its children and young people. However, the event has evolved into something different to the premise of what national Takeover Challenge was, and the robustness and inflexibility of its timing is problematic for education institutions to fully engage.

The development and evolution of the Council's Inclusive Offer provides a far more flexible and targeted approach in ensuring activities meet needs and are aligned with local priorities. This enables the ability to maximise impact on children and young people's aspirations and the shaping of future career choices.

- Barnsley has had a rich history of participation in Takeover Challenge for over 15 years and as a result, there is a high level of awareness and in turn engagement from Council services and external employers supporting the event. However, the development and awareness of the Council's Inclusive Offer, which targets and facilitates experience of work opportunities aligned to local priorities is now well established and well positioned to continue the elements of what Barnsley's Takeover Challenge is, in a more effective and targeted way, as outlined previously in this report. Examples (not comprehensive) of the Inclusive Offers targeted approach, linked to local priorities includes T-Level placements (currently 19 placements created, highest number of any Local Authority in the Country, confirmed by the Local Government Association)
- Ringfenced apprenticeships for care leavers and those with Education, Health and Care Plans (currently 4 and 2 respectively within the Council)
- Creation of 16 Supported Internship placements. This currently contributes half the placements required in Borough
- Youth Employment Programme. 64 young people in receipt of Universal Credit supported into 12-month paid work-placements across the Council
- Guaranteed paid work experience/placements/traineeships when requested for care leavers and those with learning difficulties and/or disabilities
- Bespoke experience of work as and when requests are received.

IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

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

The recommendations do not result in any additional funding requirement. This proposal means that any additional costs will need to be contained, or the scheme slightly redesigned, within existing resources. No Appendix A is

therefore required.

3.2 Legal

No legal comments

3.3 Equality

A full Equality Impact Assessment has been carried out. Please see Appendix 2.

3.4 Sustainability

There are no implications for the local environment, sustainability and tackling climate change emerging through consideration of this report.

3.5 Employee

There are no direct employee implications arising from involvement in Takeover Challenge.

3.6 Communications

Takeover Challenge was the subject of extensive media communications including the Council's official Facebook, Twitter and Instagram accounts.

4. CONSULTATION

- 4.1 The Takeover Challenge is organised and delivered through a multi-agency arrangement involving the Council's public and private sector partners as well as secondary schools and further educational establishments from across the Borough. Young people have been instrumental in the consultation process to inform the options available and equally, the evaluation of engagement levels (falling) and feedback from last year's event is used to inform decision-making to maximise impact in future events.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 There is the option of continuing with Takeover Challenge and continuing to deliver the event in November. However, for reasons outlined within the introduction, proposal and recommendations sections, evaluation would suggest investing the resource taken up delivering Takeover Day would have more impact re-allocated to the recommended options in the report and development of the Inclusive Offer.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Outlined within the report

7. GLOSSARY

N/A

8. LIST OF APPENDICES

Appendix 1: list of virtual and physical opportunities created
Appendix 2: Equality Impact Assessment

9. 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

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>Ashley Gray 24/02/2023</i>
Legal consultation & sign off	Legal Services officer consulted and date <i>Kate Gothard 20/02/2023</i>

Report Author: Alice Mason
Post: Projects Manager (Employment & Skills)
Date: 20/02/2023

Appendix 1 – virtual opportunities

Virtual Takeover Day Schedule

ACTIVITIES & TIMESLOTS						
10:15 – 11:00		11:15 – 12:00		13:00 – 13:45		14:00 – 14:45
TEAM GB TRIATHLETE – SELF EMPLOYED BUSINESS OWNER		POLICE – ENTRY ROUTES		MARKETING, COMMUNICATIONS & SOCIAL MEDIA		SUPPORTED INTERNSHIPS – DFN PROJECT SEARCH
POLICE – ENTRY ROUTES		WORKING IN PUBLIC HEALTH		ASSISTIVE TECHNOLOGY – ALTERNATIVE NHS CAREERS		WORKING IN THE FITNESS AND NUTRITION INDUSTRY. BUSINESS OWNER AND AUTHOR.
HENRY BOOT - CONSTRUCTION		WORKING IN THE FITNESS AND NUTRITION INDUSTRY. BUSINESS OWNER AND AUTHOR.		INTRO TO THE FIRE SERVICE		WHAT ARE EMPLOYERS LOOKING FOR?
INTRO TO THE FIRE SERVICE		WHAT ARE EMPLOYERS LOOKING FOR?		CHOOSING FUTURE CAREERS		SUPPORTING COMMUNITIES
CHOOSING FUTURE CAREERS		MARKETING, COMMUNICATIONS & SOCIAL MEDIA		APPRENTICESHIPS		HACKBOT - CYBERSECURITY
PUBLIC HEALTH NURSING – CHILDREN AND FAMILIES		MEDICINE MANAGEMENT – PHARMACY TEAMS		PUBLIC HEALTH NURSING – CHILDREN AND FAMILIES		CORPORATE & OPERATIONAL FINANCE
MEDICINE MANAGEMENT – PHARMACY TEAMS		FINANCE - PROCUREMENT		HACKBOT - CYBERSECURITY		JOBS IN ADULT SOCIAL CARE
FINANCE – INTERNAL AUDITS		JOBS IN ADULT SOCIAL CARE				

Physical/shadowing opportunities

Opportunity
Barnsley museums
Adult support worker
Construction
Training and development management
Public health
Environment and transport
Human Resources
Police
IDAS
Chief exec of council
Mental health nursing
Finance and contracts
Specialist Nurse Safeguarding Children

Equality Impact Assessment

Outcomes for national Takeover Day 2022 – recommended options

Stage 1 Details of the proposal

Name of service

Employment & Skills

Directorate

Growth and Sustainability - BU4

Name of officer responsible for EIA

Neil Wilkinson

Name of senior sponsor

Description / purpose of proposal

Over the last few years Barnsley Council's activity in the national Takeover Day Challenge has evolved to include a range of shadowing opportunities (reserved for those with experience of care) and a suite of virtual/online opportunities, opened up to all children and young people aged 14-24. These opportunities sit alongside an event run by the Children and Young People's Trust Executive Group (TEG) and Children's Safeguarding Partnership (CSP) that enables children and young people to influence decision-making.

The Cabinet report recommends alterations to the delivery and timings of these activities to maximise use of resources and enhance the impact on children and young people and in particular those with experience of being in care

Date EIA started

20/02/2023

Assessment Review date

20/02/2023

Stage 2 - About the proposal

What is being proposed?

For Cabinet to approve alterations to the delivery and timings of activity that has previously formed part of

national Takeover Day

Why is the proposal required?

The timings of Takeover Day limit the number of children, young people and those with experience of care participating. The late notice of the date for Takeover Day causes operational challenges and limits the impact the event could have.

What will this proposal mean for customers?

Flexible opportunities bespoke to the aspirations and needs of care experienced children and young people.
A more effective virtual event that delivered at a point in the year that more education institutions are able to participate.

Stage 3 - Preliminary screening process

Use the Preliminary screening questions to decide whether a full EIA is required

Yes - EIA required (go to next section)

No – EIA not required (provide rationale below including name of E&I Officer consulted with)

Stage 4 - Scoping exercise - What do we know?

Data: Generic demographics

What generic data do you know?

National Takeover Day is an event created specifically for those with experience of care and between the ages of 14-24, with the intention of influencing decision-making and raising aspirations.

The Council has a longstanding participation with the annual event, but in recent years have created a range of different opportunities/activity that have enabled us to open up opportunities to all young people aged 14-24.

Data: Service data / feedback

What equalities knowledge do you already know about the service/location/policy/contract?

The event is open to all young people aged 14-24. Whilst age is a protected characteristic, the event is targeted at this age level and the activity that takes place age appropriate, where it would not necessarily be for older or younger age groups.

No are no other restrictions on protected characteristics. Individuals no matter of their sex, race, religion, sexual preference etc are able and encouraged to participate in the event.

Data: Previous / similar EIA's

Has there already been an EIA on all or part of this before, or something related? If so, what were the main issues and actions it identified?

No

Data: Formal consultation

What information has been gathered from formal consultation?

Feedback from participants in the event is that the opportunities have helped to inform their career choices and improve their understanding of what they need to do to progress towards different types of careers – helping to enhance aspirations.

Stage 5 - Potential impact on different groups

Considering the evidence above, state the likely impact the proposal will have on people with different protected characteristics

(state if negative impact is substantial and highlight with **red text**)

Negative (and potentially positive) impacts identified will need to form part of your action plan.

Protected characteristic	Negative '-'	Positive '+'	No impact	Don't know	Details
Sex		X			Young people aged 16-24 of both sexes gain insights into different types of careers, enhancing aspirations
Age		X			The event has a positive impact in shaping young people's (16-24) career choices
Disabled <i>Learning disability, Physical disability, Sensory Impairment, Deaf People ,invisible illness, Mental Health etc</i>		X			Those with disabilities, aged 16-24 are encouraged to participate and gain insights into different types of careers, enhancing aspirations

Race		X			Young people of any race can gain insights into different types of careers, enhancing aspirations
Religion & Belief		X			Young people of any religion or belief can gain insights into different types of careers, enhancing aspirations
Sexual orientation		X			Young people of any sexual orientation can gain insights into different types of careers, enhancing aspirations
Gender Reassignment		X			Young people who have undergone gender reassignment can gain insights into different types of careers, enhancing aspirations
Marriage / civil partnership		X			Young people who are married or in civil partnership can gain insights into different types of careers, enhancing aspirations
Pregnancy / maternity		X			Young people who are pregnant or on maternity can gain insights into different types of careers, enhancing aspirations

Other groups you may want to consider					
	Negative	Positive	No impact	Don't know	Details
Ex services		X			Young people who may be ex services can gain insights into different types of careers, enhancing aspirations
Lower socio-economic		X			Young people from lower socio-economic backgrounds can gain insights into different types of careers, enhancing aspirations
Other ...		X			Other young people of any race can gain insights into different types of careers, enhancing aspirations

Stage 6 - BMBC Minimum access standards

If the proposal relates to the delivery of a new service, please refer to the Customer minimum access standards self-assessment (found at)

If not, move to Stage 7.

Please use the action plan to ensure that reasonable adjustments be taken to ensure the new service complies with the minimum access standards for disabled people.

Not yet live

The proposal will meet the minimum access standards.

The proposal will not meet the minimum access standards. –provide rationale below.

Stage 7 – Action plan

To improve your knowledge about the equality impact . . .

Actions could include: community engagement with affected groups, analysis of performance data, service equality monitoring, stakeholder focus group etc.

Action we will take:	Lead Officer	Completion date
Analysis of equality data for those impacted by the proposals. Collation of data (race, gender, disability, age etc) of those who take part will be captured to identify whether the impact of the proposals are inclusive. Actions taken where required to ensure inclusivity if/where required.	Neil Wilkinson	20/02/2023

To improve or mitigate the equality impact . . .

Actions could include: altering the policy to protect affected group, limiting scope of proposed change, reviewing actual impact in future, phasing-in changes over period of time, monitor service provider performance indicators, etc.

Action we will take:	Lead Officer	Completion date
Review of impact (part of plan, do, assess, review) through measurement of participation	Neil Wilkinson	20/02/2023

To meet the minimum access standards . . .(if relevant)

Actions could include: running focus group with disability forum, amend tender specification, amend business plan to request extra 'accessibility' funding, produce separate MAS action plan, etc.

Action we will take:	Lead Officer	Completion date
Not yet live		

Stage 8 – Assessment findings

Please summarise how different protected groups are likely to be affected

Summary of equality impact

The proposed alterations within the Takeover Day Outcomes Cabinet report will impact on young people 16-24, those who have experience of being in care, and those that fall into all the different protected characteristic categories – in a positive way, as it is anticipated the alterations will increase the impact on preparing young people for future employment and enabling a wider number of young people to be able to engage and participate

Summary of next steps

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Signature (officer responsible for EIA)
Date



Stage 9 – Assessment Review

What information did you obtain and what does that tell us about equality of outcomes for different groups?

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BARNSELEY METROPOLITAN BOROUGH COUNCIL

REPORT OF: EXECUTIVE DIRECTOR OF GROWTH AND SUSTAINABILITY

TITLE: HIGHWAYS CAPITAL PROGRAMME 2023/24

REPORT TO:	CABINET
Date of Meeting	05 April 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

To obtain approval for the Highways Capital Programme for the financial year 2023/2024, which underpins our economic growth aspirations through:

- Applying, where possible, the principle that prevention is better than cure in determining the balance between structural, preventative and reactive maintenance activities, to improve the resilience of the highway.
- The continued development of improvements to the existing highway network and measures to improve road safety; alleviate delay issues for the public travelling on the network; to improve air quality and to encourage active and sustainable travel.
- To obtain delegated authority to vary the programme, in accordance with the Council's governance and approval limits.

Council Plan priority

The proposals contained in this report contribute to the Council's strategic priorities, as indicated below:

- A Healthy Barnsley: By raising health and environmental standards across the borough through the construction and improvement of accessible walking and cycling routes, it will reduce air pollution, noise and carbon emissions. This will have a positive impact on people's health and wellbeing.
- A Learning Barnsley: High-quality maintenance will improve the current highway asset to achieve a transport system for Barnsley that facilitates a prosperous, sustainable economy for the borough, the City Region and the North; and will strengthen our long-term economic competitiveness.

- A Growing Barnsley: Improvements to the Town Centre, Principal Towns and other local centres, will make them more attractive and user-friendly. High- quality maintenance of the highway network will create equally high-quality transport links. This will contribute to the awareness that Barnsley is a more attractive place for both business creation and business relocation, which will support local people have access to an increased, but local labour market.
- A Sustainable Barnsley: The construction of new active travel infrastructure will increase accessible walking and cycling routes across the borough. People will therefore be able to get around the borough easier than ever.
- Enabling Barnsley: The focused approach is that this proposed Highways Capital Programme improves the highway network to support the objectives of the Council Plan 2021-24, which all contribute towards making Barnsley the place of possibilities. Working in-line with the *Be Even Better Strategy*, staff utilise the tools and resources at their disposal to ensure efficient delivery to meet the necessary targets. This enables the Service to be as efficient as possible, which is something that is identified within the recent Local Government Peer Review undertaken in September 2022, into the operation of the Service.

Recommendations

That Cabinet:

- 1. Approve the detailed Highways Capital Programme for 2023/24 as set out in Appendix 1 and agree that this be released into the Council's full capital programme.**
- 2. Authorise that the Highways Capital Programme be varied in line with the Council's governance and approval limits (paragraphs 2.24 – 2.30 refers).**
- 3. Authorise the Service Director, Environment and Transport, to:**
 - **Deliver a programme of Highway Maintenance work based upon the Asset Management Policy and Implementation Strategy, supplemented with engineering judgement in order to meet strategic priorities, ensure the longevity of the highway asset.**
 - **Deliver a blended programme of Integrated Transport, Active Travel and other highway works based upon the recently approved Transport Strategy and Council initiatives, in order to deliver a programme of work that meets strategic priorities & improve the network.**

- **Obtain tenders for any works, goods and services as necessary, and appoint any successful tenderer on the basis of the most economically advantageous tender.**
 - **Adopt the principle of collaboration and utilise collaborative procurement and engage external service suppliers to undertake work which cannot be undertaken in-house, via Regional Alliances, where available.**
 - **Appoint other external consultants and contractors as appropriate, within the current procurement rules.**
- 4. Approve, in principle, the inclusion of the emerging Principal Roads and Side Streets Investment Programme, into the Highways Capital Programme 2023/24. The funding for this ‘one-off’ investment programme has provisionally been set-aside for highway maintenance and will be subject to a separate report detailing the plans for its use. (Approved at Full Council 23rd February 2023).**
- 5. Confirm that before commencing any procurement process for the delivery of other Council managed programmes incorporating highway works, the relevant Executive Director must consider the need to consult the Executive Director – Growth and Sustainability (or in the case of Growth and Sustainability Directorate, the Service Director – Environment and Transport) who may be able to provide the works, services, or goods required.**

1. INTRODUCTION

1.1 This report seeks approval for the recommendations noted above.

Highways Peer Challenge

1.2 The Council invited the Local Government Association (LGA) to undertake a sector-led peer review of specific elements of the Authority’s Highways function, which took place in September 2022. Following the review, the Peer Review Team identified both service strengths and areas for consideration, which this report acknowledges.

1.3 The Peer Review Team identified a planning and performance strength that the annual works programme for highway delivery is prepared. However, the absence of a long-term programme was identified as an area for consideration. In previous years, the Highways Capital Programme Report has incorporated only annual Integrated Transport and Maintenance Programmes. This decision was predominantly driven by a combination of the uncertainty of overall long-term funding, together with the concern that programmes which look beyond 12 months and are made up of a high number of individual projects, that are more susceptible to re-programming of

individual projects.

- 1.4 The South Yorkshire Mayoral Combined Authority (SYMCA) was successful in securing a 5-year funding settlement secured via the Department for Transport (DfT). This City Region Sustainable Transport Settlement (CRSTS) consolidates the previous allocations (Highway Maintenance Block, Potholes Fund and Integrated Transport Block).
- 1.5 The CRSTS settlement, together with other externally funded work, adds some certainty to the future funding of Highways Capital Programme and has enabled both a 2023/24 annual programme and a draft, future programme of work for 2024/25 to be produced. Members are asked to note, however, that any number of issues may arise in the intervening period that could result in revisions to the programme being made.
- 1.6 The Service strives to be as efficient as possible and to ensure efficient programming, and uses a process called 'Walk, Talk and Build'. The Service developed this method in 2016, and it is based upon Lean methodology, to make the delivery of non-complex maintenance schemes as efficient as possible. In the LGA Strategic Review feedback, the Peer Challenge Team specifically referenced: *"The process for delivery is quite slick once in the delivery team... 'walk-talk-build' approach"*.
- 1.7 Generally, this speeds up the process for delivery, but occasionally, it reveals that additional treatment to the network or considerations may be needed. By using the 'Walk, Talk and Build' approach, some of the treatments will still be emerging beyond the start of 2023/24, which could also lead to in-year programme variations.

2. PROPOSAL

Background

- 2.1 The adopted highway, managed by the Council as the local Highway Authority in Barnsley, is the single highest value asset the Council owns. The last reported gross replacement cost for the entire asset was £2.1bn. The highway asset includes carriageways, footways, bridges and other highway structures, highway drainage, traffic signals, road restraint systems (safety fencing), supporting earthworks, combined cycle/footways, street lighting, road signs and road markings.
- 2.2 In terms of maintenance, the Asset Management Policy and Implementation Strategy (Cab.7.1.2015/7 refers) sets out the principles of how the Council will aspire to maintain the highway network. This approach will be supplemented by use of engineering judgement to provide an efficient, blended approach to delivering a programme of work.
- 2.3 The Highways Capital Programme will support the Council's Principal Towns and Local Village Centres Investment Programme (Principal Towns) where

highway works have been identified as being required in the vicinity of Principal Towns' schemes.

Proposed Works Programme 2023/24

- 2.4 The works programme for the Highways Service is broken down into different elements usually linked to whether the funding is general/for maintenance or specific/targeted. The table below summarises these different elements and the subsequent paragraphs provide more detail of the works undertaken within those elements.

Highways Capital Programme	2023/24	2024/25	2025/26
Highway Improvement Programme	£1,517,845	£1,425,000	£1,100,000
Highway Maintenance Programme	£9,066,574	£9,171,168	£7,300,000
Highways and Roads Investment Projects	£1,750,000	£0	£0
A628 Safer Roads Fund Project	£703,559	£0	£0
ES10 Roundabout Works	£2,000,000	£0	£0
Active Travel Schemes	£1,510,819	£2,902,122	£0
Strategic Transportation Schemes	£0	£0	£5,180,000
Section 106 works Cortonwood	£0	£145,878	£0
Assessment of work to be outsourced/excluded.	-£2,459,070	£0	£0
	£14,089,727	£13,644,168	£13,580,000

Highway Improvement Programme

- 2.5 Appendix 2 contains the Highway Improvement Programme 2023/24 (HIP), that has been developed in line with the authority's Transport Strategy. Works listed in this programme provide integrated transport-focused improvements to upgrade the highway network to meet road safety initiatives, support congestion reduction and aid active travel.
- 2.6 The funding for the HIP 2023/24 has been secured from the Local and Neighbourhood Transport Complementary Programme (LNTCP) element of South Yorkshire Mayoral Combined Authority's (SYMCA) City Region Sustainable Transport Settlement (CRSTS).
- 2.7 The estimated value of the HIP in 2022/23 is £1.517M, funded via the aforementioned SYMCA funding. This includes carry over resources from 2022/23 of £0.743M, relating to active travel, road safety and signal schemes which have been delayed. An allocation of £1.100M is available each year of the LNTCP programme up to 2026/27. £0.325M of the 2023/24 allocation has been reprofiled to 2024/25, giving a revised allocation of £1.425M.

Highway Maintenance Programme

- 2.8 The estimated cost of the Highway Maintenance Programme for 2023/24 is £9.067M. Appendices 3 to 6 contains the Highway Maintenance Programme 2023/24 (HMP). This programme contains both carry over resources and projects from 2022/23 (£3.638M), based on the position reported in the

Corporate Finance Performance Quarter 3 2022/23 report. The main areas of spend are shown in the table below:

Highway Maintenance Programme

Theme/Asset Type	B/fwd	2023/24	Total
Local Roads Carriageway Programme	814,480	2,685,520	3,500,000
Local Roads Footway Programme	119,500	480,500	600,000
Principal Road (A road) Programme	1,631,190	368,810	2,000,000
Drainage Programme	0	1,000,000	1,000,000
Bridges and Structures Programme	150,000	179,000	329,000
Adopted Backings		80,000	80,000
Street Lighting Programme	872,574	400,000	1,272,574
Traffic Signs and Signals Programme	50,000	235,000	285,000
Total	3,637,744	5,428,830	9,066,574

- 2.9 The funding for the HMP 2023/24 is principally a combination of funding from the Transport Network Asset Maintenance Programme 2023/24 (TNAMP) element of SYMCA's CRSTS and internal Capitalised Highway Maintenance and other internal funding sources.
- 2.10 Local Roads Carriageways (B, C and unclassified roads): Appendix 3 sets out the proposed Local Roads Carriageway Programme for 2023/24. The programme was created based upon the collection of data about carriageway defects, inspections, and infrastructure survey condition to form a list of prioritised, potential locations that require remedial treatment to the carriageway. A site inspection of each location is undertaken to determine the most appropriate treatment and priority, together with the application of engineering judgement. The estimated cost of the carriageway schemes listed in Appendix 3 is £3.000M, with a further £0.500M available for emerging priorities identified in-year. This includes carry over resources from 2022/23 of £0.227M, relating to 5 carriageway schemes which have been delayed.
- 2.11 Local Roads Footways: Appendix 4 sets out the proposed Local Roads Footway Programme for 2023/24. The estimated cost of the footway schemes listed in Appendix 4 is £0.515M, with a further £0.085M available for emerging priorities identified in-year. This includes carry over resources from 2022/23 of £0.033M, relating to one footway scheme which has been delayed.
- 2.12 Principal Road Network (A roads): Appendix 5 sets out the priority locations for carriageway and footway resurfacing works to the principal road network, which are schemes carried over from 2022/23. The estimated cost of the carriageway and footway schemes listed in Appendix 5 is £2.000M.
- 2.13 Drainage: Funding is allocated for both planned and reactive construction of solutions to previously identified problems and the investigation and solution to emerging issues with the highway drainage asset. This will include a hinged gully frame and cover replacement programme, following temporary ones being installed following a series of metal thefts in the borough. £1M is allocated to the Drainage programme.

- 2.14 Bridges and Structures: Appendix 6 sets out the proposed Bridges and Structures Programme. Resourcing this area of expertise has been particularly challenging in 2022/23, and it is anticipated that these challenges will continue into 2023/24. In 2023/24, the Bridges and Structure Programme will continue to focus on data collection and analysis to inform future maintenance works. £0.329M has been allocated to the bridges and structures programme, including the Cone Lane Culvert scheme which has been delayed.
- 2.15 Adopted Backings: A number of adopted backings across the borough are now showing signs of needing intervention works to preserve their structural integrity. £0.080M has been allocated for works on adopted backings.
- 2.16 Street Lighting: Funding of £0.400M is allocated for reactive street lighting maintenance and £0.873M for the Group 'A' street lighting column structural repair programme, this is the balance of the £4.200M allocated to the Group A LED replacement programme.
- 2.17 Traffic Signs Programme: Funding of £0.285M has been allocated for both planned and reactive road sign works, together with new street name plates.

Additional Council Investment in Highways

- 2.18 Highways and Roads Investment Programme: £2M was made available through the 2022/23 budget process for improvements on the Borough's highways. Following the in-year review of proposals put forward by members, against this £2M programme, a revised programme has now been agreed, which will see delivery of the bulk (£1.750M) of these proposals in 2023/24, following the start of delivery of school safety zones in 2022/23. See Appendix 11.

Other Works

- 2.19 Works from other funding sources, not directly controllable by the Highways and Engineering Service, generate additional income opportunities of both work in the highway and work that aligns with the Service's expertise.
- 2.20 A628 Safer Roads Fund Grant: £1.400M was allocated to the Council for an interventions programme in 2019/20, to address the road safety requirements that the DfT had identified, between the A629 and A616 junctions. It is envisaged that £0.704M of this funding will roll forward into 2023/24, due to the Covid-19 pandemic creating delays arising from land acquisition and subsequent resource issues following the pandemic. This programme is specific to the investment in road safety measures along the A628, relating to improvement of pedestrian crossing facilities, introduction of road safety barriers, traffic calming measures and improved street lighting. An allocation from the HIP will be utilised to support this initiative.
- 2.21 Active Travel Schemes: The proposed schemes are funded through the remaining element of the Transforming Cities Fund (TCF) and from the

CRSTS and have been previously reported into cabinet by the Strategic Transport Service The estimated value of these schemes is £1.510M.

- 2.22 ES10 Roundabout: Following the approval of Barnsley's Local Plan in 2019, the Economic Development Service is facilitating the delivery of the Goldthorpe site allocation (ES10) to provide employment opportunities in the area. The development of the ES10 site is dependent upon the delivery of a new roundabout on the A635. This has been previously reported into cabinet by the budget holder. The Highways and Engineering Service has been tasked with constructing and delivering the new roundabout, the balance of works to be completed in 2023/24 is estimated at £2M.
- 2.23 Other opportunities not noted above from other funding sources, not controllable by the Highways and Engineering service may appear during the financial year, at which point budget holders will report separately. The Highways and Engineering service under the governance arrangements noted at 2.23-2.30 will consider each opportunity and re-profile work dependent upon priorities of the Council.

Indicative additional funding

- 2.24 Principal Roads and Side Streets Investment Programme: The funding for this 'one-off' investment programme totaling £2m has provisionally been set-aside for highway maintenance as part of the 23/24 budget setting process and will be subject to a separate Cabinet report detailing the plans for its use.

Governance

- 2.25 The governance arrangements for varying the approved Highways Capital Programme, align with the Council's governance and approvals process, which is explained in the context of the Highways Capital Programme, in the paragraphs below.
- 2.26 Where an overall variation on the Highways Capital Programme up to £0.250M is sought, the Service Director (Environment and Transport) be authorised to vary the programme, providing it can be contained within the overall funding envelope, with an overview, including a live log of schemes that have been changed, removed or added, given to the capital oversight board.
- 2.27 Where an overall variation on the Highways Capital Programme of between £0.250M and £0.500M is sought, in addition to the governance arrangements at 2.26, the Cabinet Spokesperson for Growth and Sustainability be authorised to approve the variation on the programme, providing it can be contained within the overall funding envelope.
- 2.28 Where an overall variation of greater than £0.500M on the Highways Capital Programme is sought, in addition to the governance arrangements at 2.26 and 2.27, a Cabinet report will be presented to approve that variation.

- 2.29 Where a variation cannot be contained within the overall funding envelope, a Cabinet report is required for due consideration, regardless of value.
- 2.30 A record is kept by the Highways service for variations to the agreed programme.
- 2.31 A quarterly update report to the Capital Oversight Board occurs prior to quarterly monitoring.
- 2.32 This approach aligns to the Council's Financial Regulations.

Proposed Works Programme 2024/25

- 2.33 As is always the case with programme made up of a high number of individual projects, and with the uncertainty of decision-making for works to be undertaken so far in the future, there is a significant likelihood that works could be re-programmed and carried forward into future years.
- 2.34 It is anticipated that at this stage, the programme will follow the same format as the 2023/24 programme. Consequently, commentary at 2.4 to 2.17 will therein generally apply to the works programme for 2024/25. The following appendices contain the proposed works to be undertaken in 2024/25:
- Appendix 2: Highway Improvement Programme 2024/25
 - Appendix 7: Indicative Local Roads Carriageway Programme 2024/25
 - Appendix 8: Indicative Local Roads Footway Programme 2024/25
 - Appendix 9: Indicative Principal Roads Programme 2024/25
 - Appendix 10: Indicative Bridges and Structures Programme 2024/25

Key Risks Associated with Producing Future Programmes of Work:

- 2.35 As indicated at 2.33 to 2.34, in response to the LGA's strategic review of the Highway Delivery function, a works programme for 2024/25 has been proposed.
- 2.36 The intention of the 2024/25 programme is to give greater visibility of future expenditure beyond the 2023/24 works programme. However, Members are asked to note that factors may arise in the intervening 12 months that could result in changes to the proposed programme, for example:
- Works from 2023/24 being re-programmed and carried forward into 2024/25, effectively displacing schemes to later years
 - Accelerated deterioration of the network necessitating other schemes being prioritised over those previously published
 - Third party issues
 - Supply chain delays
 - Changes for funding strategy
 - Council directives
 - Government interventions

2.37 There is a risk attached to all associated funding due to the current financial climate, both from an BMBC internal MTFS position and wider SYMCA MTFS position.

3. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

Financial implications

3.1.1 Consultations on the financial implications of this report have taken place with representatives of the Service Director for Finance and S151 Officer.

2023/24 Programme

3.1.2 There is direct funding available through the Highways Capital Programme of £14.909M (£6.834m of which is brought-forward funding from prior years). In addition to this there is funding available to Highways of £3.511M, from other Council services, for the delivery of active travel and other projects. Funding of £2m in relation to the Principal Roads and Side Streets Investment Programme provisional scheme is not included in this amount and is referenced at 3.1.8. This gives total funding available of £18.420M. Within this £18.420M there is estimated to be £2.459M of works that will be done by external contractors, which is work not available to Highways (e.g., Surface dressing, retread, safety barriers and other specialist contractors). This gives a net figure of £15.961M available to Highways.

3.1.3 The planned programme of works for Highways in 2023/24, as set out in this report, will cost £14.090M. This gives an indicative funding carry forward of £1.871M into the 2024/25 capital programme.

3.1.4 The service requires turnover/chargeable work of £13.206M. The planned works of £14.090M achieve this required level of turnover.

Available Resources: 2023-2026

3.1.5 The anticipated resources available and planned works for the Highways Capital Programme 2023/24 to 2025/26 is outlined in the table below:

Funding Source	2023/24	2024/25	2025/26
CRSTS Transport Network Asset Maintenance (HCM)	4,000,000	4,000,000	4,000,000
BMBC Capitalised Highway Maintenance	3,300,000	3,300,000	3,300,000
BMBC Capitalised Highway Maintenance b/fwd	2,765,168	1,871,168	
Total General Maintenance allocations	10,065,168	9,171,168	7,300,000
CRSTS Local & Neighbourhood Transport Complementary Programme (ITB)	775,000	1,425,000	1,100,000
CRSTS Local & Neighbourhood Transport Complementary Programme b/fwd	742,845		
Highways and Roads Investment 2022/23	1,750,000		
Section 106 Cortonwood		145,878	
DfT Safer Roads Fund (A628) (est b/fwd)	703,559		
Street Lighting Group A LED/column replacement (est b/fwd)	872,574		
Total Targeted Funding allocations	4,843,978	1,570,878	1,100,000
Total Funding within Highways and Engineering	14,909,146	10,742,046	8,400,000
Works for other services (ES10 Roundabout)	2,000,000		
Works for other services (Active Travel Schemes)	1,510,819	2,902,122	
Works for other services (Strategic Transportation Schemes)			5,180,000
Total available funding/works	18,419,965	13,644,168	13,580,000
Works by external contractors (netted off turnover)	-2,459,070	0	0
Potential turnover for Highways	15,960,895	13,644,168	13,580,000
Funding deferred to 2024/25	-1,871,168	0	0
Revised turnover (planned works) for Highways	14,089,727	13,644,168	13,580,000
Turnover target to deliver budgeted income	-13,205,554	-13,205,554	-13,205,554
Potential surplus/(Deficit) turnover/workload	884,173	438,614	374,446

3.1.6 The above table shows that given that funding has been deferred from 2023/24 to 2024/25 and that providing works from other services materialise as expected, the Highways Service is in a financially stable position for the next 3 years. Further funding could materialize into the future programme as time moves on, if/when opportunities occur. There is a risk attached to all associated funding due to the current financial climate, both from a BMBC internal MTFs position, SYMCA and wider Central Government position.

3.1.7 As highlighted, the resources (£6.834m) expected to be carried into 2023/24 from 2022/23 is an estimated, indicative position as reported in the Corporate Finance Performance Quarter 3 2022/23 report. Any variation in this expected carry forward position will impact the available funding in 2023/24 and therefore, associated plans will be amended accordingly.

3.1.8 Principal Roads and Side Streets Investment Programme: The funding for this 'one-off' investment programme totaling £2m has provisionally been set-aside as part of the 23/24 budget setting process and will be subject to a separate Cabinet report detailing the plans for its use and will need to be fit into the programme.

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

Key Risks Affecting Funding for Local and Strategic Schemes:

3.1.10 The general increase in inflation (the highest for a number of years), through the combined effects of major economic turmoil events is likely to continue to have a significant impact on the cost of resources (which includes plant and equipment, labour (not existing labour frameworks), fuel and most significantly, materials). Inevitably, this will mean that the cost of carrying work will have to be adjusted. This will reduce the quantity of work capable of being delivered for the value of the budget compared to previous years.

- 3.1.11 Historically, the Service has been focused on a delivery model that provides maximising deliverable schemes. This will be tempered with harmonising both resources and time which may lead to tensions in balancing tangible delivery against income generation and furthermore, spend.
- 3.1.12 A further risk is the unknown severity of the winter period in 2023/24 and the level of Winter Service response that this could necessitate. Any Winter Service response necessary during normal working hours will effectively be non-productive time in terms of scheme delivery, leading to a more inefficient service delivery.
- 3.1.13 Whilst the direct effects of the Covid-19 pandemic on resources have reduced there are still indirect risks created by the pandemic, which exist. Following the pandemic, new hybrid ways of working have emerged, predominantly with the introduction of remote or homeworking. One of the 'unseen' effects of this is that during normal working hours, there are considerably more vehicles parked on residential streets. The number and deliverability of schemes in residential areas is likely to be hampered through the presence of these parked cars, reducing access to road space.
- 3.1.14 There is an element of risk associated with the delivery of Active Travel schemes and the associated funding attached to these. All Active Travel funding is subject to further reports that will be provided by the Strategic Transport Service and will detail the allocations and proposed scheme of works.
- 3.1.15 To mitigate all these risks above, the approach of scheme prioritisation will be supplemented by engineering judgement to attempt to deliver a programme of work.

3.2 Legal

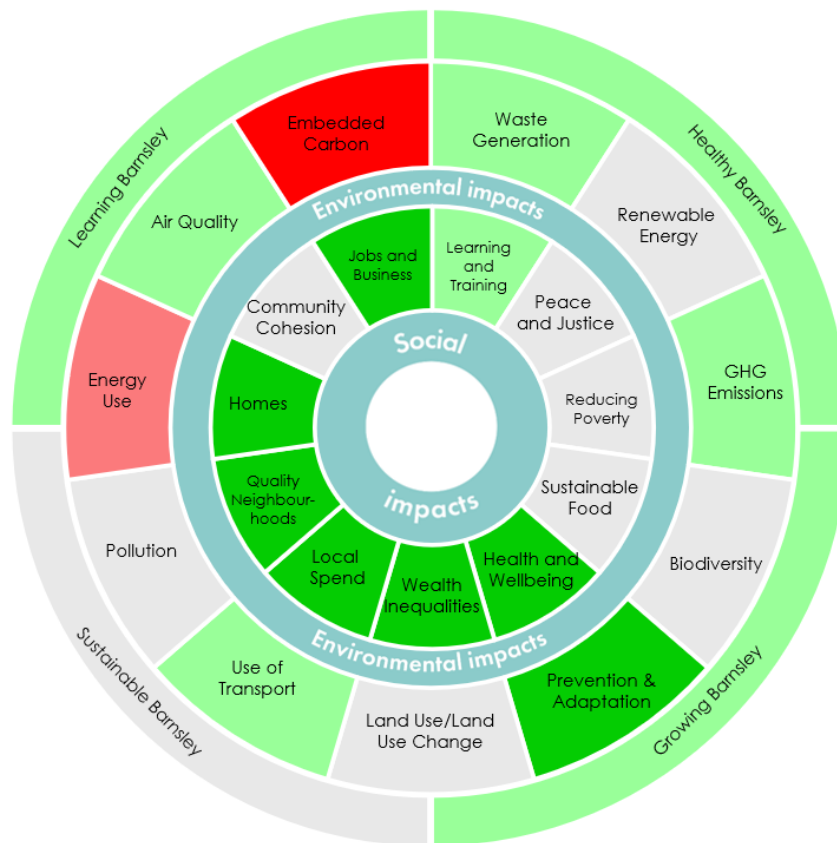
- 3.2.1 Delivery of the Capital Programme will require consultation with the Service Director (Law and Governance) to ensure legal processes are aligned to ensure efficient delivery of the works programme

3.3 Equality

- 3.3.1 Equality Impact Assessment Pre-screening has been completed, determining that a full Equality Impact Assessment (EIA) is not required.

3.4 Sustainability

- 3.4.1 Decision making wheel



3.4.2 In terms of environmental benefits, materials are required to deliver highway maintenance benefits, which will always register a carbon disbenefit. However, by improving the standard of the network means that network usage by highway users is more efficient, with arguably, congestion benefits through less reactive roadworks meaning air quality is improved.

3.4.3 A significant further environmental benefit has been achieved through the Council replacing the fleet of lorries used for highway maintenance. The new vehicles meet the latest euro-emission standards which results in more efficient working operation and lower particulate emissions.

3.4.4 In terms of socioeconomic benefits, delivering the Highways Capital Programme improves the highway network which provides high quality and attractive connectivity, both for business and education, demonstrating that Barnsley is a place of possibilities.

3.4.5 During 2023/24, the Service will continue to explore options for street lighting, to deliver further reductions in energy consumption, in addition to the 9M kWh savings already made since 2014/15 (14M kWh in 2014/15 to 5M kWh in 2021/22).

3.5 Employee

3.5.1 The continued development of proposals for implementation through the Highways Capital Programme will principally involve staff in Growth and

Sustainability and Core Directorates, although the cross-cutting nature of the work undertaken on the highway means interaction with all Council Services is potentially likely at some point.

- 3.5.2 The balancing of workload to available staff resources will still be a challenge for 2023/24. Although the focus is on business and financial priorities, pressures on delivery will inevitably mean that the use of external sub-contractors, consultants and overtime will be necessary to deliver the programme.
- 3.5.3 Collaborative procurement will be used to engage external resource suppliers to support the in-house provision to achieve economic and practical benefits, e.g., using the Midlands Highway Alliance for traffic engineering and bridges functions, or via collaboration established with adjacent authorities to deliver services, e.g., road markings.

3.6 Communications

- 3.6.1 Communications about these proposals will be channeled through the Area Councils, where appropriate. Notification of specific measures included in the proposed programme will be delivered to each dwelling in areas affected by such proposals, either directly, by posting notices or placing notices in the local press. Use of social media and the Council's website will also be made.

4. CONSULTATION

- 4.1 Consultations have taken place with representatives of the Executive Director, Core Services, specifically the financial implications of this report have taken place with representatives of the Director for Finance (The S151 Officer); and the Service Director (Law and Governance).
- 4.2 Consultations about this programme will be undertaken as necessary via Ward Members, Area Councils, Parish Councils meetings or directly with local members and members of the public, as appropriate.
- 4.3 The programme delivers the works through intelligence-based identification and prioritisation of investment in the highway network. Schemes are identified in a transparent and defensible way, using condition data determined from surveys and manual inspections to deliver works in an impartial way, which achieves best value for the asset with the resources available. In addition, a degree of engineering judgement is used to enable a more focused and efficient delivery of the programme.
- 4.4 Whilst the identification of the programme is data driven, engagement with our customers is an important aspect of delivery. Advance notification of works will be given through signage and publicity. The proposed programme will be to be published on the Council's web site.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Approach 1 (Recommended) – Prepare a programme of improvements based on the previously adopted Local Transport Plan (LTP) Implementation Plan approach:

- 5.1.1 The county-wide LTP ceased on 31st March 2015. The DfT has not issued guidance as to a replacement, however, the LTP approach provides a robust framework on which to continue setting Programmes.
- 5.1.2 The individual programmes contained in Appendices 2-6 have been drawn up to deliver a broad range of measures in-line with the strategic investment themes of the LTP to support and contribute to a high quality, efficient network, meeting the authority's Transport Strategy, which contributes to the Council Plan 2021-24, with its vision "Barnsley – the Place of Possibilities". The Highways Capital Programme supports the five priorities of the Council Plan 2021-24.
- 5.1.3 The maintenance programmes contained in Appendices 3-6 has been drawn up by in accordance with the Council's Highway Asset Management Policy and Strategy supplemented by applying engineering judgement to achieve a more focused and efficient delivery of the programme.

5.2 Approach 2 – Prepare other programmes of improvements not based on LTP – Implementation Plan:

- 5.2.1 The outcome would be a programme that is 'out of kilter' with the robust and accepted approach of the LTP and would therefore not coincide with a recognised framework, on which programme of work could be based. There has been no guidance from the DfT about any post-LTP process, but by following the structure of the LTP principles, it can be demonstrated that some framework of direction has been utilised in support of bids, grants, and other external funding submissions.

6. REASONS FOR RECOMMENDATIONS

- 6.1 The Council, as the Local Highway Authority for Barnsley, has a statutory duty to maintain the adopted highway network within Barnsley, in accordance with section 41(1) of the Highways Act 1980.

7. GLOSSARY

CRSTS	City Region Sustainable Transport Settlement
DfT	Department for Transport
EIA	Equality Impact Assessment
HIP	Highway Improvement Programme
HMP	Highway Maintenance Programme
LED	Light-Emitting Diode
LGA	Local Government Association

LNTCP	Local and Neighbourhood Transport Complementary Programme in the CRSTS
LTP	Local Transport Plan
SYMCA	South Yorkshire Mayoral Combined Authority
TCF	Transforming Cities Fund
TNAMP	Transport Network Asset Maintenance Programme in the CRSTS

8. LIST OF APPENDICES

Appendix A:	Financial Implications
Appendix 1:	Highways Capital Programme 2023/24 - 2025/26
Appendix 2:	Highway Improvement Programme 2023/24 – 2025/26
Appendix 3:	Local Roads Carriageway Programme 2023/24
Appendix 4:	Local Roads Footway Programme 2023/24
Appendix 5:	Principal Roads Programme 2023/24
Appendix 6:	Bridges and Structures Programme 2023/24
Appendix 7:	Indicative Local Roads Carriageway Programme 2024/25
Appendix 8:	Indicative Local Roads Footway Programme 2024/25
Appendix 9:	Indicative Principal Roads Programme 2024/25
Appendix 10:	Indicative Bridges and Structures Programme 2024/25
Appendix 11:	Highway & Roads Investment Programme 2022/23

9. BACKGROUND PAPERS

The South Yorkshire LTP3 Strategy and Implementation Plan are available from the South Yorkshire Mayoral Combined Authority.

Working files are available in Growth and Sustainability Directorate, for inspection.

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

10. REPORT SIGN OFF

Any reports submitted without the appropriate consultation and sign off will be returned to the report author.

Financial consultation & sign off	Senior Financial Services officer consulted and date <i>A signed Appendix A, outlining the financial implications, is attached.</i>
Legal consultation & sign off	Legal Services officer consulted and date: <i>Kate Gothard 24.02.2023</i>

Report Author: Ian Wilson
Post: Group Manager – Highway Delivery
Date: 8th February 2023

Report of the Executive Director Growth & Sustainability

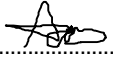
HIGHWAYS CAPITAL PROGRAMME 2023/24

i) Capital Expenditure	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	Later Years
	£	£	£	£
Highways Capital Programme 2023/24 (within Highways and Engineering)	13,037,978	10,742,046	8,400,000	0
Highways Capital Programme 2023/24 - (works for other BMBC services)	1,051,749	2,902,122	5,180,000	0
	14,089,727	13,644,168	13,580,000	0
To be financed from:				
<i>Funding within Highways & Engineering</i>				
BMBC Capitalised Highway Maintenance Allocation	3,300,000	3,300,000	3,300,000	0
CRSTS Transport Network Asset Maintenance (HCM) Allocation	4,000,000	4,000,000	4,000,000	0
CRSTS Local & Neighbourhood Transport Programme (ITB) Allocation	775,000	1,425,000	1,100,000	0
<i>Funds allocated in prior years (b/fwd)</i>				
BMBC Capitalised Highway Maintenance 22/23	2,765,168	0	0	0
BMBC Capitalised Highway Maintenance Indictive 23/24	0	1,871,168	0	0
Integrated Transport Block 22/23	742,845	0	0	0
Group A LED Replacement-Structural Works* 22/23	872,574	0	0	0
Highways and Roads Investment 22/23	1,750,000	0	0	0
DfT Safer Roads 22/23	703,559	0	0	0
Section 106 Contributions - Cortonwood 22/23 b/fwd	0	145,878	0	0
	14,909,146	10,742,046	8,400,000	0
<i>Funding from other BMBC services</i>				
ES10 Roundabout	2,000,000	0	0	0
Active Travel Schemes (ATS)	1,510,819	2,902,122	0	0
Strategic Transportation Schemes	0	0	5,180,000	0
	3,510,819	2,902,122	5,180,000	0
<i>Other External contractor works from all funding</i>				
Funding to be used for external contractors works	-2,459,070	0	0	0
	-2,459,070	0	0	0
TOTAL FUNDING	15,960,895	13,644,168	13,580,000	0
2024/25 Carry forward balance **	-1,871,168	0	0	0

* Funding set aside as part of the 2017-2020 Capital Programme

** Indictive carry forward into 2024/25 programme. Subject to change once final 22/23 figures are agreed

Impact on Medium Term Financial Strategy	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>
	£	£	
MTFS	0.000	0.000	0.000
Effect of this report	0.000	0.000	0.000
Revised Medium Term Financial Strategy	0.000	0.000	0.000

Agreed by:  On behalf of the Service Director and Secion 151 Officer -Finance

Highways Capital Programme

Appendix 1

Funding Source	2023/24	2024/25	2025/26
CRSTS Transport Network Asset Maintenance (HCM)	4,000,000	4,000,000	4,000,000
BMBC Capitalised Highway Maintenance	3,300,000	3,300,000	3,300,000
BMBC Capitalised Highway Maintenance b/fwd	2,765,168	1,871,168	
Total General Maintenance allocations	10,065,168	9,171,168	7,300,000
CRSTS Local & Neighbourhood Transport Complementary Programme (ITB)	775,000	1,425,000	1,100,000
CRSTS Local & Neighbourhood Transport Complementary Programme b/fwd	742,845		
Highways and Roads Investment 2022/23	1,750,000		
Section 106 Cortonwood		145,878	
DfT Safer Roads Fund (A628) (est b/fwd)	703,559		
Street Lighting Group A LED/column replacement (est b/fwd)	872,574		
Total Targeted Funding allocations	4,843,978	1,570,878	1,100,000
Total Funding within Highways and Engineering	14,909,146	10,742,046	8,400,000
Works for other services (ES10 Roundabout)	2,000,000		
Works for other services (Active Travel Schemes)	1,510,819	2,902,122	
Works for other services (Strategic Transportation Schemes)			5,180,000
Total available funding/works	18,419,965	13,644,168	13,580,000
Works by external contractors (netted off turnover)	-2,459,070	0	0
Potential turnover for Highways	15,960,895	13,644,168	13,580,000
Funding deferred to 2024/25	-1,871,168	0	0
Revised turnover (planned works) for Highways	14,089,727	13,644,168	13,580,000
Turnover target to deliver budgeted income	-13,205,554	-13,205,554	-13,205,554
Potential surplus/(Deficit) turnover/workload	884,173	438,614	374,446

Highway Improvement Programme (CRSTS Transport Complementary Programme)

Appendix 2

Theme	Scheme	2023/24	2024/25	2025/26
Road Safety	Sites for Concern	£10,000	£10,000	£10,000
	Speed Indicator Devices/Vehicle Activated Signs			
	Skid Resistance (SCRIM) Sites		£500,000	£175,000
Accessibility	Emerging Priorities	£100,000	£100,000	£100,000
	Social Inclusion (Dropped crossings)	£15,000	£15,000	£15,000
Network (Traffic) Management	Smithies Lane Railway Bridge (Junction)	£60,000		
	Old Mill Lane / Honeywell Street (Pedestrian Crossing)	£40,000		
	Old Mill Lane / Eidon Street North / Canal Street (Junction)	£110,000		
	Hough Lane / Summer Lane, Wombwell (Junction)	£110,000		
	Signal upgrade-Gawber Rd/Pogmoor Rd	£162,845		
	Signal upgrade-Gawber Rd/Queens Drive	£50,000	£500,000	£500,000
	Emerging small scale projects	£50,000		
Active Travel	Support for named schemes & affordability issues.	£200,000	£250,000	£250,000
	PROW Bridges	£60,000		
Preliminary Scheme Design	Eisecar complementary works	£500,000		
	Advance design on schemes to be delivered in future years	£50,000	£50,000	£50,000
		£1,517,845	£1,425,000	£1,100,000

Local Roads Carriageway Programme 2023/24
Appendix 3

Road Name	Area	Ward	Rectification
Sackville Street	Barnsley	Central	Resurfacing
Victoria Road	Barnsley	Central	Resurfacing
Shelley Drive	Monk Bretton	Central	Retread
Windsor Crescent	Monk Bretton	Central	Micro Asphalt
Crooke House Lane	Darfield	Darfield	Retread
Edderthorpe Lane	Darfield	Darfield	Retread
Maytree Close	Darfield	Darfield	Retread
Spark Lane	Mapplewell	Darton East	Resurfacing
Moorcrest Rise	Staincross	Darton East	Surface Dressing
Dearne Hall Road	Barugh	Darton West	Resurfacing
Ripley Grove Cds	Redbrook	Darton West	Retread
High Street	Bolton upon Dearne	Dearne South	Resurfacing
Highgate Lane	Goldthorpe	Dearne South	Resurfacing
Wareham Grove	Dodworth	Dodworth	Surface Dressing
Tingle Bridge Avenue	Hemingfield	Hoyland Milton	Surface Dressing
Tingle Bridge Crescent	Hemingfield	Hoyland Milton	Surface Dressing
Valley Way	Hoyland	Hoyland Milton	Surface Dressing
Castle Street	Barnsley	Kingstone	Surface Dressing
Keresforth Hall Road	Kingstone	Kingstone	Resurfacing
Keresforth Hill Road cul de sac	Kingstone	Kingstone	Resurfacing
Carlton Road	Smithies	Monk Bretton/Old Town/St Helens	Resurfacing
Barnsley Road	Brierley	North East	Surface Dressing
Church Street	Brierley	North East	Resurfacing
Brierley Road	Grimethorpe	North East	Resurfacing
Redthorne Way	Shafton	North East	Surface Dressing
Gawber Road	Gawber	Old Town	Resurfacing
Stanhope Gardens	Gawber	Old Town	Micro Asphalt
Bleasdale Grove	Smithies	Old Town	Retread

Local Roads Carriageway Programme 2023/24
Appendix 3

Lane Head Road/ Cawthorne Road	Cawthorne	Penistone East	Surface Dressing
Cliffe Common Lane	Crane Moor	Penistone East	Retread
Crane Moor Road	Crane Moor	Penistone East	Resurfacing
Gudgeon Hole Lane	Crane Moor	Penistone East	Retread
Eastfield Lane	Hood Green	Penistone East	Retread
Park Lane	Oxspring	Penistone East	Retread
Carr Lane	Pilley	Penistone East	Surface Dressing
Lidgett Lane	Pilley	Penistone East	Resurfacing
Blacker Green Lane	Silkstone	Penistone East	Retread
Huskar Close	Silkstone	Penistone East	Surface Dressing
Towngate	Silkstone	Penistone East	Surface Dressing
Dean Head Lane	Snowden Hill	Penistone East	Surface Dressing
Pinfold Lane	Thurgoland	Penistone East	Surface Dressing
Coach Gate Lane	Gunthwaite	Penistone West	Surface Dressing
Gunthwaite Lane	Gunthwaite	Penistone West	Overlay
Birds Nest Lane	Ingbirchworth	Penistone West	Surface Dressing
Potters Gate	Ingbirchworth	Penistone West	Surface Dressing
Gilbert Hill/ Fullshaw Lane (part)	Langsett	Penistone West	Surface Dressing
Bridge Street	Penistone	Penistone West	Resurfacing
Chapelfield Lane	Penistone	Penistone West	Resurfacing
Hartcliff Hill Road	Penistone	Penistone West	Surface Dressing
Hartcliff Road	Penistone	Penistone West	Surface Dressing
Market Street	Penistone	Penistone West	Resurfacing
St Marys Street	Penistone	Penistone West	Resurfacing
Royd Moor Road	Thurstone	Penistone West	Surface Dressing
Laites Lane service Road	Athersley	St Helens	Retread
Pit Lane	Wombwell	Wombwell	Retread
Rectory Close	Wombwell	Wombwell	Surface Dressing
Smithley Lane	Wombwell	Wombwell	Surface Dressing
Summer Lane	Wombwell	Wombwell	Resurfacing
Wainwright Avenue	Wombwell	Wombwell	Retread
Bank End Road	Worsbrough	Worsbrough	Resurfacing
Dorchester Place	Worsbrough	Worsbrough	Surface Dressing
Rook Hill	Worsbrough	Worsbrough	Resurfacing
Wellington Crescent	Worsbrough	Worsbrough	Overlay

**Local Roads Footway Programme 2023/24
(Fully funded works package of £0.600M)**

Appendix 4

Road Name	Area	Ward	Rectification
Market Street	Cudworth	Cudworth	Resurfacing
Oaks Farm Drive	Darton	Darton East	Resurfacing
Clayton Lane	Thurnscoe	Dearne North	Resurfacing
Shepherd Lane	Thurnscoe	Dearne North	Resurfacing
Shepherd Lane	Thurnscoe	Dearne North	Resurfacing
St Johns Road	Barnsley	Kingstone	Resurfacing
Harwood Terrace	Lundwood	Monk Bretton	Resurfacing
Trueman Terrace	Lundwood	Monk Bretton	Resurfacing
Mount Avenue	Grimethorpe	North East	Resurfacing
Devonshire Drive Estate	Wilthorpe	Old Town	Resurfacing
Stanhope Avenue	Cawthorne	Penistone East	Resurfacing
Warsop Road	Athersley	St Helens	Resurfacing
Highstone Lane passage	Ward Green	Worsbrough	Resurfacing
Rook Hill	Worsbrough	Worsbrough	Resurfacing

**Principal Roads Network Programme 2023/24
(Fully funded works package of £2M)**

Appendix 5

Road Name	Type	Area	Ward	Rectification
Old Mill Lane	CW	Barnsley	Central	Resurfacing
Sheffield Road	FW	Barnsley	Central	Resurfacing
Upper Sheffield Road	FW	Barnsley	Central	Resurfacing
Westway	CW	Barnsley	Central	Resurfacing
Dodworth Road	CW	Barnsley	Kingstone	Resurfacing
Keresforth Hill Road	CW	Barnsley	Kingstone	Resurfacing
Wakefield Road	FW	New Lodge	St Helens	Resurfacing

CW Carriageway
FW Footway

Bridges and Structures 2023/24
(Fully funded works package of £0.329M)

Appendix 6

	Ward
Cone Lane Culvert, Silkstone	Penistone East
Retaining Walls	Boroughwide
Boundary Walls and Fences	Boroughwide
Guard Rails and Safety Fences	Boroughwide
Assessment Programme	Boroughwide
Scheme development	Boroughwide

**Proposed LRP Carriageways schemes 2024/25
(Fully funded works package of £4M)**

Appendix 7

Road Name	Area	Ward	Rectification
Clyde Street	Barnsley	Central	Resurfacing
Commercial Street	Barnsley	Central	Resurfacing
Princess Street	Barnsley	Central	Resurfacing
Shelley Drive	Monk Bretton	Central	Surface dressing
Windsor Crescent	Monk Bretton	Central	Micro Asphalt
Cope Street	Barnsley	Central/Kingstone	Resurfacing
Carrs Lane (Developer contribution)	Cudworth	Cudworth	Resurfacing
Darfield Road	Cudworth	Cudworth	Resurfacing
Balkley Lane	Darfield	Darfield	Resurfacing
Crooke House Lane	Darfield	Darfield	Surface dressing
Edderthorpe Lane	Darfield	Darfield	Surface dressing
Howard Street	Darfield	Darfield	Resurfacing
Maytree Close	Darfield	Darfield	Surface dressing
Skelton Avenue	Staincross	Darton East	Micro Asphalt
Dearne Hall Rd Service Rd	Mapplewell	Darton West	Resurfacing
Ripley Grove Cds	Redbrook	Darton West	Surface dressing
John Street	Thurnscoe	Dearne North	Retread
Lindley Cres	Thurnscoe	Dearne North	Retread
Nicholas Lane	Goldthorpe	Dearne South	Resurfacing
Barnsley Road (Highgate Crossroads)	Goldthorpe	Dearne South	Resurfacing
Barnsley Road (Dodworth Crossroads)	Dodworth	Dodworth	Resurfacing
Higham Lane	Dodworth	Dodworth	Resurfacing
Nostell Fold	Dodworth	Dodworth	Retread
Orchard Croft	Dodworth	Dodworth	Retread
Allatt Close	Barnsley	Kingstone	Resurfacing
Dean Street	Barnsley	Kingstone	Resurfacing
Derby Street	Barnsley	Kingstone	Resurfacing
Dickinson Road	Worsbro Cmn	Kingstone	Resurfacing
Bentham Drive	Monk Bretton	Monk Bretton	Resurfacing
Burton Avenue	Monk Bretton	Monk Bretton	Resurfacing
PineHall Drive	Monk Bretton	Monk Bretton	Resurfacing
Chestnut Avenue	Brierley	North East	Resurfacing
Howell Lane	Brierley	North East	Retread
Ebenezer Street	Great Houghton	North East	Retread
New Street	Great Houghton	North East	Resurfacing
Park Lane	Great Houghton	North East	Resurfacing
Manor Crescent	Grimethorpe	North East	Retread
Stacey Crescent	Grimethorpe	North East	Resurfacing
High Street	Shafton	North East	Resurfacing
Park View	Shafton	North East	Resurfacing

**Proposed LRP Carriageways schemes 2024/25
(Fully funded works package of £4M)**

Appendix 7

Road Name	Area	Ward	Rectification
Bleasdale Grove	Smithies	Old Town	Surface dressing
Stretton Road	Smithies	Old Town	Resurfacing
Dance Lane	Crane Moor	Penistone East	Resurfacing
High Hoyland Lane	High Hoyland	Penistone East	Resurfacing
Eastfield Lane	Hood Green	Penistone East	Surface dressing
Park Lane	Oxspring	Penistone East	Surface dressing
Sheffield Road	Oxspring	Penistone East	Patch & Surface Dress
Blacker Green Lane	Silkstone	Penistone East	Surface dressing
Sunny Bank Road	Silkstone	Penistone East	Resurfacing
MacNaghten Road	Tankersley	Penistone East	Resurfacing
Maple Road	Tankersley	Penistone East	Resurfacing
Tankersley Lane	Tankersley	Penistone East	Resurfacing
Hopping Lane/Bird Lane	Thurgoland	Penistone East	Retread
Roper Lane	Thurgoland	Penistone East	Resurfacing
Smithy Hill	Thurgoland	Penistone East	Resurfacing
Thurgoland Hall Lane	Thurgoland	Penistone East	Resurfacing
Joan Royd Lane	Cubley	Penistone West	Retread
Broadstone Road	Penistone	Penistone West	Retread
Talbot Road	Penistone	Penistone West	Resurfacing
Matthew Gap	Thurlstone	Penistone West	Micro Asphalt
Merlin Close	Birdwell	Rockingham	Surface dressing
Peregrin Drive	Birdwell	Rockingham	Surface dressing
Sale Street	Hoyland Common	Rockingham	Retread
Royston Lane	Royston	Royston	Resurfacing
Cromford Avenue	Athersley	St Helens	Resurfacing
Laithes Lane service Road	Athersley	St Helens	Surface dressing
Roehampton Rise	Ardsley	Stairfoot	Resurfacing
Birk Avenue	Kendray	Stairfoot	Resurfacing
Colley Avenue	Kendray	Stairfoot	Surface dressing
Neville Court	Wombwell	Stairfoot	Surface dressing
Wentworth Road	Blacker Hill	Wombwell	Resurfacing
Barnsley Road	Wombwell	Wombwell	Surface dressing
Bartholomew Street	Wombwell	Wombwell	Resurfacing
Bondfield Crescent	Wombwell	Wombwell	Resurfacing
Collindridge Road	Wombwell	Wombwell	Resurfacing
Kings Road	Wombwell	Wombwell	Resurfacing
Pit Lane	Wombwell	Wombwell	Surface dressing
Queens Gardens	Wombwell	Wombwell	Resurfacing
Tune Street	Wombwell	Wombwell	Resurfacing
Wainwright Avenue	Wombwell	Wombwell	Surface dressing
Kingwell Road	Worsbrough	Worsbrough	Surface dressing
Wellington Crescent	Worsbrough	Worsbrough	Resurfacing

**Proposed LRP Footway schemes 2024/25
(Fully funded works package of £0.900M)**

Appendix 8

Road Name	Area	Ward	Rectification
Burton Road	Monk Bretton	Central	Resurfacing
Wood street	Barnsley	Central/Kingstone	Resurfacing
Blacker Road	Mapplewell	Darton East	Resurfacing
Church Street	Darton	Darton West	Resurfacing
Woodland Drive	Barnsley	Dodworth	Resurfacing
South Road	Dodworth	Dodworth	Resurfacing
Midhope Way	Pogmoor	Dodworth	Resurfacing
Shaw Lane	Barnsley	Kingstone	Resurfacing
Jaques Place	Cundy Cross	Monk Bretton	Resurfacing
Poplar Street	Grimethorpe	North East	Resurfacing
Acacia Grove	Shafton	North East	Resurfacing
Grenville Place	Old Town	Old Town	Resurfacing
St Juliens Way	Cawthorne	Penistone East	Resurfacing
Haigh Lane	Hoylandswaine	Penistone East	Resurfacing
Haigh Lane	Hoylandswaine	Penistone East	Resurfacing
All Saints Close	Silkstone	Penistone East	Resurfacing
Alston Close	Silkstone	Penistone East	Resurfacing
Haw Court	Silkstone	Penistone East	Resurfacing
Holwick Close	Silkstone	Penistone East	Resurfacing
Stainmore Close	Silkstone	Penistone East	Resurfacing
Chapelfield Lane & Walk	Penistone	Penistone West	Resurfacing
Skiers View Road	Hoyland	Rockingham	Resurfacing
Crich Ave	Athersley	St Helens	Resurfacing
Wakefield Rd Service Rd	New Lodge	St Helens	Resurfacing
Brow Close	Ward Green	Worsbrough	Resurfacing
Bourne Road	Worsbrough	Worsbrough	Resurfacing
Wellington Crescent	Worsbrough	Worsbrough	Resurfacing
Yews Avenue	Worsbrough	Worsbrough	Resurfacing

**Proposed PRN schemes 2024/25
(Fully funded works package of £2M)**

Appendix 9

Road Name	CW/FW	Area	Ward	Rectification
Sheffield Road	CW	Hoyland	Rockingham	Resurfacing
Wakefield Road/ Laithes Lane Jctn	CW	New Lodge	St Helens	Resurfacing
Wakefield Road/ Rotherham Road Roundabout	CW	Smithies	St Helens	Resurfacing
Dearne Valley Parkway	CW	Wombwell	Wombwell	Resurfacing

Bridges and Structures 2024/25
(Fully funded works package of £0.500M)

Appendix 10

	Ward
River Dearne Bridge Dearne Valley Parkway	Darfield
Emerging priorities	Boroughwide
Retaining Walls	Boroughwide
Boundary Walls and Fences	Boroughwide
Guard Rails and Safety Fences	Boroughwide
Assessment Programme	Boroughwide
Scheme development	Boroughwide

**Highways and Roads Investment 2022/23
(£1.750M balance of £2.000M 22/23 allocation)**

Appendix 11

Scheme	2023/24
Expansion of Neighbourhood Road Safety Pilot	£ 300,000
Boroughwide School Road Safety Assessment	£ 250,000
Complete Highway Asset Condition update	£ 300,000
Principal Towns Highway Infrastructure Fund	£ 400,000
Footway Hotspot Patching programme	£ 100,000
Road Sign Visibility Assessment Programme	£ 50,000
Surfacing Upgrades of Signal Sites	£ 150,000
Safety Barrier Replacement Programme	£ 200,000
	£ 1,750,000

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director – Growth & Sustainability

TITLE: Vehicle Replacements 2023/24

REPORT TO:	Cabinet
Date of Meeting	5 April 2023
Cabinet Member Portfolio	Environment and Highways
Key Decision	Yes
Public or Private	Public

Purpose of report

To request approval for the 2023/24 Fleet Vehicle Replacement programme which proposes the procurement of 102 vehicles, plant items and equipment in line with the Vehicle Replacement Strategy 2019 to 2025, previously approved by Cabinet (Cab.20.2.2019/10 refers).

Council Plan priority

- Sustainable Barnsley
- Healthy Barnsley
- Enabling Barnsley

Recommendations

That Cabinet:-

- 1. Authorise the procurement of 102 vehicles, including up to 29 ULEVs, in the 2023/24 financial year, to be used by council departments and partner organisations, with a total value of up to £5.45M, by way of purchase followed by a sale and lease back arrangement or whichever method of funding is deemed appropriate following full financial appraisal.**

1. INTRODUCTION

- 1.1 This report sets out options for the annual replacement of vehicles that have reached the end of their lease period or have exceeded the optimum point at which to be replaced.

- 1.2 This recommended, strategic optimum, option will further transform the fleet in line with the Council's 2030 sustainable and enabling Barnsley objectives. The Council Fleet of over 420 vehicles, plant and equipment has a capital value of over £15m and is essential to deliver statutory services to Barnsley residents, it is therefore imperative that its impact on the environment is reduced as much as possible to help create a healthier and more sustainable Barnsley.



- 1.3 Already contributing towards the 2030 Sustainable Barnsley objective, the Council operates 34 zero tailpipe emission electric vehicles. For our new vehicles, Electric is our preference, however those that cannot be electric will always meet the latest emissions standards. It is estimated that the vehicles procured since 2019 produce around 75% less CO2 per km travelled than the older vehicles they have replaced.
- 1.4 Where electric vehicles are not available on the market, other types of low emission vehicles are researched and considered. Currently the council's ambition is ahead of the market availability meaning the percentage of Electric Vehicles and number of Ultra Low Emission Vehicles (ULEVs) in the fleet is not advancing as quickly as desired due to:
- The specialist nature of vehicles operated by the council.
 - Development of ULEVs in the commercial vehicle market being slower than the passenger car market.
 - Manufacturers of commercial vehicles are focusing research and development on Electric Vehicles – therefore, the steppingstone created by hybrids has not been available for a large portion of our fleet.
 - Covid 19 has also had an impact on the industry, meaning that product development has stagnated, and releases of new products has been delayed.

The Council continues to monitor the market, as products are developed and released opportunities will be sought to trial innovative technology so that when it is readily available and financially viable the council is able to adopt it.

- 1.5 This report seeks approval to implement a replacement programme for 2023/24 which will allow the department to continue to contribute to the 2030 Sustainable Barnsley objective. It plans to procure a total of 102 vehicles, 29 of which have been identified as candidates for EVs. 86 of these vehicles are replacing existing vehicles, with 33 of these for use by Berneslai Homes. The remaining 16 vehicles are not replacements and are additional to the existing fleet, one of these additional vehicles is for use by Berneslai Homes. These additional vehicles are to accommodate the growth of the services and in the case of Travel Assistance to support the business case of bringing routes

(where it is economical to do so) in house to reduce cost and relieve pressures on service delivery caused by market pressure.

- 1.6 The market has recently taken steps forward that would, following trials, allow to council to procure up to ten fully electric light tipper vehicles for use in the Neighbourhoods Service as well as a further 19 electric cars and vans across other services.
- 1.7 There are a total of 64 vehicles on order awaiting delivery from the 2022/23 Vehicle replacement programme. These have a value of £2.711M. The council has experienced delays in delivery of new vehicles, suppliers are informing us this is due to shortages in parts, labour, materials, and energy issues resulting from the geopolitical incident in Ukraine with legacy impact from Covid 19 and Brexit. This is adding a financial pressure to the fleet budget because of additional maintenance on older vehicles, lease extension costs for existing vehicles, and a reduction in availability of vehicles which requires additional short term hire vehicles to meet service delivery requirements.
- 1.8 As a result of the rise in inflation rates, the council has also experienced large price increases both for new vehicles and parts/materials required to service and maintain its existing fleet.
- 1.9 Every vehicle has a lifespan based on its type, the role it carries out and its usage profile. Once a vehicle reaches the end of this lifespan there is an increase in maintenance cost and vehicle downtime. Therefore, it is imperative that vehicles are replaced once they reach this point to ensure that excess downtime doesn't adversely affect the department's ability to deliver their services and the council does not incur additional costs associated with maintenance. A decision on whether the vehicles will be replaced at the end of their scheduled life will be made towards the end of the initial lease period. Appendix B shows vehicles that are considerably over their initial lease period. With such a diverse fleet with varied uses we cannot determine the exact life of a vehicle; it is dealt with on a case-by-case basis after the initial review period.
- 1.10 Tables 1a and 1b below shows a breakdown of the capital request by department.

Table 1a – Replacement Vehicles

User/ Department/ Customer	Number of vehicles (ULEV)	Average age (years)	Capital cost	Extra cost for ULEV	Total capital cost
Bereavement Services	1(0)	6.2	£120,000	£0	£120,000
Berneslai Homes	32(0)	5.1	£1,055,000	£0	£1,055,000
Facilities Management	16(16)	4.4	£430,000	£210,000	£640,000
Highways	5(0)	9.7	£515,000	£0	£515,000
Mayoral Support	1(1)	9.4	£40,000	£40,000	£80,000
Neighbourhoods	26(10)	7.7	£1,375,000	£300,000	£1,675,000
Public Rights of Way	2(0)	4.5	£70,000	£0	£70,000
Safer Neighbourhoods	1(0)	9.5	£55,000	£0	£55,000
Travel Assistance	2(2)	3.3	£50,000	£30,000	£80,000
Sub-Total	86(29)	6.6	£3,710,000	£580,000	£4,290,000

Table 1b – Additional Vehicles

User/ Department/ Customer	Number of vehicles (ULEV)	Average age (years)	Capital cost	Extra cost for ULEV	Total capital cost
Berneslai Homes	1(0)	N/A	£35,000	£0	£35,000
Travel Assistance	15(0)	N/A	£1,125,000	£0	£1,125,000
Sub-Total	16	N/A	£1,160,000	£0	£1,160,000

Total	102(29)	6.6	£4,870,000	£580,000	£5,450,000
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2. PROPOSAL

- 2.1 A total of 86 vehicles will be procured to replace existing vehicles and an additional 16 procured to meet operational needs as detailed in Appendix B and Tables 1a and 1b. Funding for the additional vehicles will be moved to the fleet budget from existing budgets currently held by the departments that have requested the vehicles.
- 2.2 The council vehicles that are planned for replacement in this batch have been in service for on average 6.6 years and are on average 0.9 years over their initial predicted lifespan. Considering longer than usual lead times for vehicle delivery, any vehicles detailed in appendix B that have not yet reached their initial predicted lifespan will have done upon delivery of the replacement vehicle.
- 2.3 Up to 29 of the procured vehicles will be EVs; the certainty on the number of ULEVs is restricted by the current market, vehicle charging infrastructure and future vehicle usage however prior to any procurement these restrictions will all be assessed and ULEVs will always be preferred to Diesel or Petrol vehicles. Where possible, procurement may be delayed allowing the market to catch up with our ambition.
- 2.4 Replacing vehicles at the end of their life is beneficial to the council for the following reasons:
- **Reduction in carbon emissions** – replacing vehicles enables us to move onto innovative technology such as ULEVs, however even if a diesel or petrol vehicle is replaced with another, new engines are much cleaner, and it will still result in a reduction in emissions. Studies show that the emissions of an electric vehicle are up to 2 tonnes less than a Diesel when travelling 10,000 miles in a year. New emissions standards have dramatically decreased the emissions of vehicles, for example, a medium sized panel van in 2014 emitted 0.359 grams of CO₂ per km a new one would emit 0.192g/km, a reduction of almost 50%.
 - **New safety technology** – new vehicles have features to make them safer to the occupants and public, reducing the risk of accidents. Some examples are detailed at 19.2.
 - **Reduction in maintenance** - as vehicles age their maintenance requirements increase, meaning that they spend more time off the road and potentially incur extra costs.
 - **Reduction in running costs** – new vehicles are much more efficient, meaning that fuel and other associated running costs would be lower.

- **Increase in vehicle availability** – due to the additional maintenance requirements of older vehicles, they inevitably spend more time off road, which potentially increases the requirement on hire vehicles to maintain service delivery.
- **More efficient working** – new vehicles can be tailored to suit operational requirements, meaning that operatives can use them in a more efficient manner than the ones they are replacing.

2.6 When replacing a vehicle with an alternative fuelled vehicle, electric is the council's current preference. This is for the following reasons:

- Market research undertaken by council officers has shown that the availability of electric vehicles is greater than other alternative fuels. It has also shown there is a greater diversity of vehicle types available as electric compared to other alternative fuelled vehicles.
- The council already has a small electric vehicle charging infrastructure that can be utilised for additional electric vehicles.
- They give a 100% reduction in tailpipe carbon and particulate emissions, resulting in a benefit to the air quality within Barnsley.
- There is no infrastructure for alternative fuelled vehicles such as Hydrogen in Barnsley.

2.7 Vehicle replacements will be scrutinised and robust challenges made before any procurement takes place. This is to ensure that the fleet is utilised as much as possible and unnecessary or underused vehicles are not replaced. Where there are possible alternatives to replacing a vehicle, a decision will be made by fleet services as to the action taken. Alternatives to replacement could include:

- Services sharing vehicles where they are used at different times, tools such as vehicle telematics will allow detailed utilisation reports to be viewed. If a vehicle can be shared between departments or utilisation does not warrant a dedicated vehicle, procurement of a replacement will not take place.
- Use of short term hire vehicles or pool vehicles if use is sporadic and the cost of a dedicated vehicle is greater than that of a short term hire vehicle.
- Utilisation of grey fleet – again if the cost of a dedicated fleet vehicle outweighs that of mileage claims.

2.8 Procurement of replacement vehicles will consider the predicted whole life cost of vehicles – purchases will not be made based solely on the initial price. As well as our own calculations we will utilise external research that is freely available to us as an aid.

2.9 A final decision will be made on whether to replace the vehicles we have identified with EVs or ULEVs during the procurement process. The usage profile will be scrutinised, and estimated fuel and maintenance cost reduction will be evaluated against the additional purchase price and leasing cost. The infrastructure available to charge the vehicles will also be a determining factor. E.g., Fitting additional EV Charging points.

- 2.10 Based on industry data, a benefit of EVs, as well as zero tailpipe emissions, is that the day to day running costs are typically much lower than their diesel- or petrol-powered counterparts so it is likely that the whole life costs of them will be lower. The council is compiling data from its own fleet to determine the optimum usage profile for EVs in Barnsley.
- 2.11 Research suggests that the fuel cost of using Full Electric Vehicles is around 50% of the price of Diesel equivalent vehicles. The maintenance requirements of electric vehicles are also less than diesel vehicles meaning that servicing and maintenance costs are lower over the lifetime of the vehicle. This is variable and will change as the price of fuel and electricity fluctuates.

Future Funding Requirements

- 2.12 The Vehicle Replacement Strategy 2019 - 2025 stated that the capital expenditure forecast and the revenue impact of this for the following five years would be presented as part of the annual capital requirement report to provide a longer-term view of the capital funding requirement. These projections are generated from a spreadsheet model designed for this purpose. The requirements for years 2023/24 to 2027/28 are set out in Table 2. Unless there is a change in financing policy, resulting from changes in accounting standards (see section 7) or otherwise, future purchases will also be followed by sale and leaseback arrangements following the initial purchase.

Table 2

Financial Year	2023/24	2024/25	2025/26	2026/27	2027/28	Total
Number of vehicle to procure						
BMBC services	69	21	25	65	20	200
Partners	33	1	55	2	9	100
Total number	102	22	80	67	29	300
Projected Capital Expenditure						
BMBC services	£ 4,360,000	£ 658,965	£ 3,951,516	£ 4,923,770	£ 1,864,556	£ 15,758,807
Partners	£ 1,090,000	£ 33,806	£ 1,820,630	£ 65,520	£ 162,337	£ 3,172,293
Total spend	£ 5,450,000	£ 692,771	£ 5,772,145	£ 4,989,290	£ 2,026,893	£ 18,931,099
Impact on revenue (leasing cost budget)						
Opening leasing cost	£ 1,690,470	£ 2,503,160	£ 2,532,696	£ 2,960,911	£ 3,334,407	
Increase due to new vehicles	£ 1,090,846	£ 114,307	£ 952,404	£ 823,233	£ 334,437	
Increase due to additional vehicles	£ 191,400	£ -	£ -	£ -	£ -	
Decrease from vehicles returned	-£ 469,556	-£ 84,771	-£ 524,189	-£ 449,737	-£ 155,212	
Closing leasing cost	£ 2,503,160	£ 2,532,696	£ 2,960,911	£ 3,334,407	£ 3,513,632	
Existing Leasing Budget	£ 1,994,917	£ 2,463,624	£ 2,465,874	£ 2,571,533	£ 2,576,520	
Increase in partner fees	£ 283,082	£ 2,250	£ 105,659	£ 4,987	-£ 12,010	
Budget Transfer Required from User Depts	£ 185,625	£ -	£ -	£ -	£ -	
Revised Leasing Budget	£2,463,624	£2,465,874	£2,571,533	£2,576,520	£2,564,511	
Under/-Overspend before one off savings	-£39,536	-£66,822	-£389,378	-£757,886	-£949,121	
Reduction in maintenance costs	£ 73,470	£ 10,392	£ 86,582	£ 74,839	£ 30,403	
Savings from ULEVs	£ -	£ -	£ -	£ -	£ -	
Under/-Overspend	£33,934	-£56,431	-£302,796	-£683,047	-£918,718	

- 2.13 The figures in Table 2 include a replacement cost for the purchase of replacement vehicles procured within the time shown that also reach the end of their life within the period shown. For instance, if the life of the vehicle is 5 years, it will be included in 2023/24 and in 2027/28.
- 2.14 The figures also assume that vehicles will be replaced when they come to the end of their existing initial lease period/life of the vehicle. However, this may not be the case. The need for the replacement will be evaluated towards the

end of the lease period. If replacement is not deemed necessary at that point, then the lease will be extended, and this profile amended.

- 2.15 Table 2 shows that if the expected reduction in maintenance costs from having newer vehicles is included in the calculations there is sufficient headroom in the Fleet revenue budget for the 2023/24 replacement programme. From 2024/25 onwards, the increases in leasing costs resulting from increases in the capital cost of BMBC replacement vehicles (for Berneslai Homes, the increased costs are passed through via increased charges) can not be totally absorbed within the existing budget resulting in increasing overspends year on year. As noted in paragraph 2.17 below, these overspends will be even higher if the costs of ULEVs do not reduce over time. Savings in other areas will need to be found or alternative financing/procurement options explored to be able to stay within budget. There are several risks, (the actual cost of vehicles, borrowing rates, the effect of residuals on leased vehicles, actual delivery dates) and opportunities (e.g. lower repairs and maintenance costs when running a newer fleet) which will impact on the capital and revenue budgets going forward. Therefore, the programme should be refreshed each year.
- 2.16 The projections in Table 2 (except those for 2023/24) do not include the additional capital cost that will be required for ULEV upgrades to the fleet for the following reasons:
- Due to the ongoing product development of ULEVs we are unable to predict what suitable vehicles will be available to us in years to come.
 - It is predicted that the price gap between ICE vehicles and ULEVs will drop in the coming years – meaning that additional funding may not be required.
- 2.17 If we continue with the strategy adopted in 2019/20 to buy 25% of replacement vehicles as ULEVs and make the same assumptions about the incremental cost of ULEVs (the price difference is dependent on the type of vehicle, however based on the predicted costs in appendix B, basic electric vans/cars are an average of £13,333 more expensive than the equivalent petrol or diesel versions), then £659,983.50 of additional capital expenditure will be required in the next 5 years as shown in Table 3, not including 2023/24. This will result in an increase in the annual leasing charge of £134,636.63 per year by 2027/28. The table also shows the additional funding requirement should 50% of the replacements be ULEVs. This is assuming that no specialist electric vehicles are procured in this period, which would be considerably more expensive.

Table 3

Financial Year	2024/25	2025/26	2026/27	2027/28	Total
Total Vehicles to be Replaced	22	80	67	29	198
25% ULEVS	6	20	17	7	50
Additional Capital Requirement	£73,331.50	£266,660.00	£223,327.75	£96,664.25	£659,983.50
Additional Leasing Cost	£14,959.63	£54,398.64	£45,558.86	£19,719.51	£134,636.63
50% ULEVS	11	40	34	15	99
Additional Capital Requirement	£146,663.00	£533,320.00	£446,655.50	£193,328.50	£1,319,967.00
Additional Leasing Cost	£23,466.08	£85,331.20	£71,464.88	£30,932.56	£211,194.72

- 2.18 Additional capital expenditure will also be required for more charging points to support these additional vehicles. A separate piece of work is ongoing looking at the redevelopment of Smithies Lane Depot, where the majority of the Council's vehicles operate from, this will consider the requirement for additional charging points and be presented in a separate report.
- 2.19 The leasing charge figures in Table 3 assume that we will be able to secure similar lease terms for ULEVs to those for petrol and diesel vehicles. If funders assume that ULEVs to be higher risk (e.g., uncertainty about demand and battery life) then the leasing charge could be higher.
- 2.20 The introduction of Electric Vehicles to the council's fleet may bring the requirement for investment to be made into the vehicle maintenance workshop and the upskilling of Technicians. The requirement is currently under assessment and any funding requirements identified will be brought forward in a separate report
- 2.21 To further facilitate the sea change towards Electric Vehicles the charging infrastructure at Smithies Lane Depot will also need to be increased – to allow this to happen a review of the depot is required to ensure that it is future proofed and able to accommodate a modern fleet. The current infrastructure may limit the number of ULEVs that can be procured detailed in this report.

Future Fleet Strategy

- 2.22 The Government have announced that they will ban sales of new petrol and diesel cars and vans in 2030 and larger vehicles in 2040. The council has also set a target to be carbon neutral by 2040.
- 2.23 As the fleet accounts for a large portion of the fleets carbon emissions and given the deadlines that are set to be imposed by the Government, adopting and adapting to alternative fuel technology must be a priority for fleet services and the council.

2.24 In order to set out a medium and long term strategy, officers from fleet services have conducted market research, including speaking to manufacturers, suppliers and early adopters of alternative fuelled vehicles. This has shown that given the current pace of product/market development and uncertainty around new technology that it would not be possible to set out a detailed medium term plan.

2.25 Learning from this market research has been beneficial and will help to shape a short and long term strategy. Some key points have been:

- Electric Vehicles are currently the best alternative fuelled vehicle option for most of the council's vehicle types and operations.
- It is vital that infrastructure to charge electric vehicles is in place prior to arrival of new vehicles. Installation of infrastructure can be complex/time consuming and requires an electrical engineering specialist to oversee.
- Operational change may be required to accommodate the vehicles – additional purchase price and differences in the abilities of the vehicles may require them to be used differently.
- There will be a large shift in the way vehicles are maintained – especially electric. Technicians will need to learn new skills and gain additional qualifications.

2.26 The council's current strategy in relation to adoption of the new technology is:

- Electric Vehicles are the current preferred alternatively fuelled vehicle.
- Where possible and financially viable, electric vehicles will be procured to replace existing diesel or petrol vehicles when they reach the end of their lease period.
- Through the existing Carbon Management Groups, lead through the sustainability team within BU6 – develop a strategy for an electric vehicle charging infrastructure that can be utilised by fleet vehicles.
- Fleet Services will continue to monitor the market for changes that could both positively and negatively affect the council's adoption of alternatively fuelled vehicles.
- The annual Vehicle Replacement report will be used to determine how many alternatively fuelled vehicles could be procured; however, this will be dependent on other factors at the point of procurement.

3. IMPLICATIONS OF THE DECISION

Financial and potential Risks

3.1.1 Consultations on the financial implications have taken place with representatives of the Service Director – Finance (S151 Officer)

3.1.2 This report outlines the proposal to purchase 102 new vehicles and items of equipment during 2023/24. The total capital cost is estimated to be in the region of £5.450M (Table 1a and 1b).

- 3.1.3 In previous years, the approach adopted has been to purchase the vehicles and following physical delivery, to finance them over a period of 4 to 8 years reflecting the useful life of the vehicle. The finance or leasing costs are charged to the revenue account. Therefore, in respect of affordability and funding implications, the revenue budget is where the assessment is made.
- 3.1.4 It is estimated that the annual revenue leasing cost of financing the £5.450M expenditure above will be £1.091M. The leasing costs of the £2.321M vehicles ordered as part of the 2022/23 approved programme and scheduled for delivery in 2023/24 is £0.191M resulting in a total increase of £1.282M. This will be reduced by £0.470M to £0.812M for the annual leasing commitments released when the leases for the replaced vehicles are terminated.
- 3.1.5 The £0.812M increase will be mitigated by a £0.283M increase in partner fees for more expensive replacement vehicles, a £0.186M permanent budget transfer from user departments for the 30 additional vehicles (HtS Transport for new routes) and a projected £0.073M reduction in maintenance costs for the newer vehicles. The remaining £0.270M will be funded from the existing leasing budget.
- 3.1.6 Table 2 shows that the 2023/24 replacement programme can be funded from the existing leasing budget leaving a £0.034M underspend. From 2024/25 onwards, the projections show increasing overspends year on year due to the higher capital costs of replacement BMBC vehicles which have to be absorbed by the service. Increases in costs for partners vehicles can be passed on through increases in fees. Savings in other areas will need to be found or alternative financing/procurement options explored to be able to stay within budget. Also, the programme may change between now and that time so we will need to monitor this and either amend the future procurement programme or plan for the additional savings within the service or directorate. The under/overspends will only arise if all vehicles in the programme are received in the year in which they are identified to be purchased. Given the lead times for some of the vehicles slippage is expected to occur leading to a re-phasing of the number of vehicles required in each year. In the unlikely event that they are all received in the relevant financial year then the numbers of vehicles due to be procured in later years will be re-evaluated.
- 3.1.7 Brexit, Covid 19 and the Ukraine crisis have resulted in considerable upward pressure on prices and interest rates. These may result in the actual leasing charges being higher than estimated in the projections in Table 2. Any amounts that cannot be passed on to user departments and partners will result in additional pressure on the Fleet budget and/or other areas within the service.
- 3.1.8 Further details are set out in Appendix A.
- 3.1.9 Table 3 shows the additional capital and revenue cost if 25% of the replacement vehicles in future years are ULEVs. The figures assume that ULEVs will cost, on average, £13,333 more than the equivalent petrol or diesel versions. The projections show that £660k of additional capital and

£135k additional revenue expenditure (to the figures in Table 2) will be required in the next 4 years. This will be offset by savings in operating costs or additional income from partners so there should be no additional pressure on the leasing budget.

3.1.10 Additional capital expenditure may also be required in future years to increase the number of charging points for electric vehicles to support the increasing size of the electric fleet.

3.2 Legal

3.2.1 Operating older vehicles could have an adverse effect on the Council's Operators Risk Compliance Score (OCRS) due to the higher risk of them developing defects on the road and increased maintenance requirements. Barnsley Council could see action against the Operator Licence up to total revocation, meaning that the council would not be able to operate a large quantity of its fleet, impacting on the services that can be delivered.

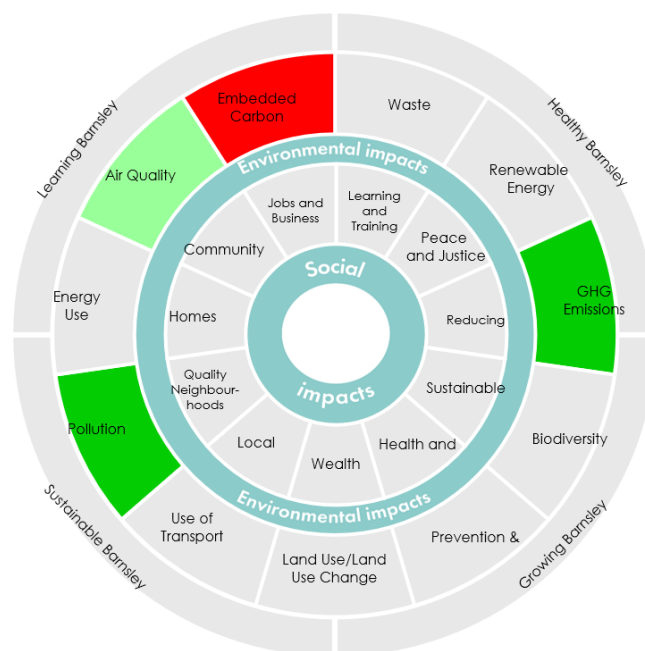
3.2.2 If drivers are found to be using a defective vehicle, they could also face personal liability including fines, penalty points and loss of license.

3.2.3 As a result of increased maintenance requirements with older vehicles, the council could also struggle to meet its statutory duties should vehicles not be replaced, this would put the council at risk of legal action.

3.3 Equality

Not applicable – there will be no changes to the services the council provides because of vehicle procurement or replacement.

3.4 Sustainability



- 3.4.1 The Carbon wheel shows that replacing existing vehicles will have a high positive impact on GHG emissions and pollution. This is as a direct result of new vehicles meeting a higher emissions standard than the ones they are replacing, or diesel vehicles being replaced with electric. From the experience of vehicles, we have already replaced recently, based on the emissions declared on the vehicles V5C document there has been an overall 75% reduction in CO2 exhaust emissions.
- 3.4.2 The reduction in GHG emissions and pollution also has a low positive impact on the air quality of Barnsley – this is because of lower or no exhaust emissions from the Council’s fleet as it carries out its work across the borough. Transport currently accounts for over 36% of total BMBC core carbon emissions. It is estimated that replacing diesel and petrol vehicles with electric vehicles will reduce emissions from transport by around 65% currently and by 76% by 2030 due to on-going decarbonisation of the UK’s electricity supply.
- 3.4.3 Facilitating the take-up of EVs is an important action within the Council’s Air Quality Action Plan (<https://www.barnsley.gov.uk/media/5738/barnsley-mbc-air-quality-action-plan-2017.pdf>), along with a commitment to improving the Council’s fleet. Procurement of EVs will demonstrate commitment to the Air Quality Action Plan and can act as an exemplar to other private and public fleet operators in the Borough of the environmental and operational benefits of such vehicles.
- 3.4.4 In 2019, the Council declared a Climate Emergency with a commitment for the Council to be zero carbon in its operations by 2040 (Zero40), and for the wider Borough to be zero carbon by 2045 (Zero45). The transformation of the fleet works towards achieving the commitments set out.
- 3.4.5 There is high negative impact on Embodied Carbon – to gain the benefits detailed above, new vehicles must be procured of which there is an element of embodied carbon.

3.5 Employee

- 3.5.1 Employees from user departments will be consulted along with management throughout the procurement process to assist in drawing up new vehicle specifications and assessing the suitability of vehicles. Demonstrator vehicles will be sourced to assist them in their decision making where possible.
- 3.5.2 Training for new vehicles will be requested as part of the procurement process for operators and technicians. The new vehicles will have significantly different technology to those they are replacing and to ensure that employees can use and maintain them safely and efficiently sufficient familiarisation and training will be provided.
- 3.5.3 Older vehicles increase the pressure on drivers as there have less driver safety aids and they are more difficult to drive; this increases the chance of a collision. Collisions in council vehicles not only have an adverse effect on the driver’s mental health as they are potentially subject to investigation and

disciplinary action but also affects their personal vehicle insurance premiums as they must, by law be declared. The risk of injury in collisions also has an impact on the absence rate of our employees, in turn impacting on service delivery.

- 3.5.4 Newer vehicles and ULEVs produce less carbon and particulate emissions – meaning that there is a reduction in risk to the operative’s health through inhalation of exhaust fumes.
- 3.5.5 Evidence collected from other operators of Electric Vehicles also shows that staff wellbeing and productivity are better as a result of using Electric Vehicles due to a reduction in noise, vibration and contact with fumes/emissions. This has resulted in staff experiencing less headaches and reduction in stress levels.

3.6 Communications

- 3.6.1 The council’s livery is very distinctive in Barnsley and the vehicles are visible all over the borough, some of these vehicles drive down every street in the borough at least once a week. Greater consideration should be afforded to using vehicle sides to market the council’s key messages and priorities. It will be recommended that council departments routinely use this opportunity to promote the wider work of the council. The space could also be used to promote the use of electric vehicles.
- 3.6.2 Communications are aware of the Vehicle Replacement Strategy and this report and will communicate as required. The further increase in ULEVs could be used as a positive marketing message for the council.
- 3.6.3 Recently, a marketing campaign to name the council’s new fleet of new gritter has been highly successful, increasing awareness of the service provided and providing positive engagement with the public. Communications and Marketing will be made aware of all new vehicle deliveries and may consider advertising them on social media or running similar campaigns.

4. CONSULTATION

Name	Position	Section(s) contributed to
Paul Castle	Service Director – Environment and Transport	All
Andrew Simpson	Head of Commercial & Operations Support	All
Marian Kempson	Project Manager	3.4
Jodie Hopper	HR Business Advisor	3.5
Maq Ahmed	Project Accountant	Financial
Sandra Beaumont	Principal Accountant	Financial

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 Alternative Option 1 - Do Nothing, Not Recommended.

Retain the vehicles detailed in Appendix B and extend them beyond their planned lifespan. This option is not recommended as it would lead to increases in maintenance costs, vehicle downtime and supplementary hire vehicles due to more complex repairs becoming necessary and expensive lease extension fees. This would adversely affect user departments' ability to provide front-line services and prevent the council benefiting from newer safety technology, the number of ULEVs in the fleet will not increase and the council will be operating vehicles with older Euro rated engines that do not meet the same emission standards as newer equivalent vehicles. It will also not demonstrate commitments in the Councils 2030 objectives, Air Quality Action Plan, and the Governments 'Road to Zero' strategy.

5.2 Alternative Option 2 – No ULEVs – Not Recommended

Replace the vehicles detailed in Appendix B but not procure ULEVs. This option is not recommended as the borough would not benefit from the increase in air quality that lower/zero emission vehicles bring, the council would also fail to show a good public image in helping to encourage others to take up this technology. It will also not show support to the commitments in the Council's 2030 objectives, Air Quality Action Plan, and the Government's 'Road to Zero' strategy. The benefit to this option would reduce the total capital expenditure to £4.87M.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Procuring new vehicles will allow the council to continue to deliver essential and statutory services in a safe and efficient way without higher maintenance or hire costs.
- 6.2 Replacing existing vehicles will allow the council to benefit from either the latest emissions standard vehicles or zero emission electric vehicles. Reducing the carbon emissions of the council's fleet and improving air quality in the borough contributing to the Sustainable Barnsley 2030 objective and the action point within the Council's Air Quality Action Plan.
- 6.3 New vehicles will also reduce the maintenance cost of the fleet – as vehicles age their maintenance requirement increases. The new vehicles will also come with a warranty, meaning the cost of any breakdowns or unplanned maintenance will not be incurred by the Council.
- 6.4 Extension of leases or purchasing vehicles out of their lease is not a cost-effective solution given the higher running costs of the vehicle and the additional leasing cost.

7. GLOSSARY

ICE Internal Combustion Engine – Diesel or Petrol vehicles.

ULEV a vehicle that emits less than 75g of Carbon Dioxide (CO2) per kilometer travelled and is capable of at least 10 miles of zero emission driving between recharging. They include:

- Fully Electric Vehicles (EVs) (this is currently the council's preference).
- Plug-in Hybrid Electric Vehicles (PHEVs).
- Extended-Range Electric Vehicles (E-REVs).

8. LIST OF APPENDICES

Appendix A: Financial Implications

Appendix B: List of Vehicle Replacements

9. BACKGROUND PAPERS

None

10. REPORT SIGN OFF

Financial consultation & sign off	Maq Ahmed
Legal consultation & sign off	Martin Wong

Report Author: Jacob Finney

Post: Transport, Fleet and Driving Standards Service Manager

Date: 25/01/2023

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Report of the Executive Director Place

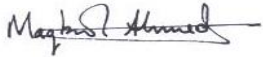
FINANCIAL IMPLICATIONS

Vehicle Replacement Programme 2023/24 - Critical Vehicles

i) Capital Expenditure	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>	TOTAL
	£	£	£	£
Estimated cost of replacing fleet vehicles and equipment	5,450,000			5,450,000
				0
	5,450,000	0	0	5,450,000
To be financed from:				
Revenue Leasing Budget	3,275,000			3,275,000
Home to School Transport Leasing Budget	1,125,000			1,125,000
Income from Berneslai Homes	1,050,000			1,050,000
	5,450,000	0	0	5,450,000

ii) Revenue Effects	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>
	£	£	£
Estimated new borrowing/leasing cost	1,282,246		
Leases terminated as vehicles returned	-469,556		
Increases in SLA income from partners for the increase in capital costs of replacement vehicles	-283,082		
Projected reduction in maintenance costs	-73,470		
	456,138	0	0
Total revenue expenditure	456,138	0	0
To be financed from:			
Transfer from other Departments	185,625		
Existing leasing budget within Fleet	270,513		
Sub-total	456,138	0	0

Impact on Medium Term Financial Strategy	<u>2023/24</u>	<u>2024/25</u>	<u>2025/26</u>
	£	£	£
None with this report			
Revised Medium Term Financial Strategy	0.000	0.000	0.000

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

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Reg/Fleet.No	Type	Department	Age at 1/4/23	Initial Lifespan	difference	Estimated		
						Replacement Cost based on capital purchase price	Estimated Replacement Cost Without ULEVs	Estimated Replacement Cost With ULEVs
YT66PWO	Plant Exc./Loader	Bereavement Services	6.2	7	-0.8	£74,062.98	£120,000.00	£120,000.00
FJ14DCU	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£43,375.12	£50,000.00	£80,000.00 Y
FJ14DCV	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£43,375.12	£50,000.00	£80,000.00 Y
FJ14DCX	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£43,375.12	£50,000.00	£80,000.00 Y
FJ14DCZ	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£44,668.23	£50,000.00	£80,000.00 Y
FJ14DDA	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£44,668.23	£50,000.00	£80,000.00 Y
FJ14DDE	Tipper (Light)	Neighbourhood Services	8.9	6	2.9	£43,375.12	£50,000.00	£80,000.00 Y
FJ14DBO	Pickup (Light/S.Cab)	Neighbourhood Services	9.0	6	3.0	£39,502.67	£50,000.00	£80,000.00 Y
FJ14DBU	Pickup (Light/S.Cab)	Neighbourhood Services	9.0	6	3.0	£39,502.67	£50,000.00	£80,000.00 Y
FJ14DBV	Pickup (Light/S.Cab)	Neighbourhood Services	9.0	6	3.0	£39,502.67	£50,000.00	£80,000.00 Y
FJ14DBY	Pickup (Light/S.Cab)	Neighbourhood Services	9.0	6	3.0	£39,502.67	£50,000.00	£80,000.00 Y
FL13XWF	Tipper (Heavy)	Neighbourhood Services	9.8	7	2.8	£51,212.23	£65,000.00	£65,000.00
FL13XWG	Tipper (Heavy)	Neighbourhood Services	9.8	7	2.8	£51,212.23	£65,000.00	£65,000.00
FL13XWH	Tipper (Heavy)	Neighbourhood Services	9.8	7	2.8	£51,212.23	£65,000.00	£65,000.00
FP13ZGJ	Tipper (Heavy)	Neighbourhood Services	9.8	7	2.8	£50,846.45	£65,000.00	£65,000.00
AE63HWZ	Landrover	Neighbourhood Services	9.5	7	2.5	£32,828.38	£50,000.00	£50,000.00
P7KXO	Landrover	Neighbourhood Services	15.2	7	8.2	£35,346.56	£50,000.00	£50,000.00
7HGA	Tractor	Neighbourhood Services	5.8	6	-0.2	£55,074.96	£90,000.00	£90,000.00
7HGC	Tractor	Neighbourhood Services	5.8	6	-0.2	£55,074.96	£90,000.00	£90,000.00
7HGD	Tractor	Neighbourhood Services	5.8	6	-0.2	£55,074.96	£90,000.00	£90,000.00
FP62ONF	Crane Lorry	Highways	10.2	7	3.2	£159,491.41	£165,000.00	£165,000.00
YF57OPH	Panel Van (Medium)	Highways	15.3	5	10.3	£22,155.63	£35,000.00	£35,000.00
FN62ACV	Panel Van (Medium)	Highways	10.5	5	5.5	£29,972.59	£35,000.00	£35,000.00
NU66XWC	MEWP	Highways	6.3	7	-0.7	£94,396.43	£140,000.00	£140,000.00
NU66XWD	MEWP	Highways	6.3	7	-0.7	£94,396.43	£140,000.00	£140,000.00
YT68AFE	Pickup (Light/C.Cab)	Public Rights Of Way	4.5	5	-0.5	£33,498.12	£35,000.00	£35,000.00
YR68ULM	Pickup (Light/S.Cab)	Public Rights Of Way	4.5	5	-0.5	£27,390.21	£35,000.00	£35,000.00
YP68VTW	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,136.49	£40,000.00	£40,000.00
YP68VTY	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,592.85	£40,000.00	£40,000.00
YP68VUA	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,592.85	£40,000.00	£40,000.00
YP68VUC	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,148.73	£40,000.00	£40,000.00
YP68VVE	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,148.73	£40,000.00	£40,000.00
YP68XWM	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,592.85	£40,000.00	£40,000.00
YP68XWO	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,592.85	£40,000.00	£40,000.00
YP68XWS	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,592.85	£40,000.00	£40,000.00
YR68NFM	Panel Van (Small)	Berneslai Homes (Construction)	4.5	5	-0.5	£20,309.54	£25,000.00	£25,000.00
YR68TKN	Panel Van (Small)	Berneslai Homes (Construction)	4.5	5	-0.5	£19,983.52	£25,000.00	£25,000.00
YR68ULE	Panel Van (Small)	Berneslai Homes (Construction)	4.5	5	-0.5	£19,983.52	£25,000.00	£25,000.00
YR68ULW	Panel Van (Small)	Berneslai Homes (Construction)	4.5	5	-0.5	£19,983.52	£25,000.00	£25,000.00
YT68ULR	Panel Van (Medium)	Berneslai Homes (Construction)	4.5	5	-0.5	£23,138.93	£35,000.00	£35,000.00
YT68ULV	Panel Van (Medium)	Berneslai Homes (Construction)	4.5	5	-0.5	£22,920.77	£35,000.00	£35,000.00
YT68ULX	Panel Van (Medium)	Berneslai Homes (Construction)	4.5	5	-0.5	£22,920.77	£35,000.00	£35,000.00

YT68ULZ	Panel Van (Medium)	Berneslai Homes (Construction)	4.5	5	-0.5	£22,920.77	£35,000.00	£35,000.00
YT68UMB	Panel Van (Medium)	Berneslai Homes (Construction)	4.5	5	-0.5	£22,920.77	£35,000.00	£35,000.00
YP68VTO	Panel Van (Large)	Berneslai Homes (Construction)	4.5	5	-0.5	£26,404.38	£40,000.00	£40,000.00
YP68VUE	Panel Van (Large)	Berneslai Homes (Construction)	4.4	5	-0.6	£28,245.49	£40,000.00	£40,000.00
YV68BVH	Pickup (Light/C.Cab)	Berneslai Homes (Construction)	4.2	5	-0.8	£28,541.06	£40,000.00	£40,000.00
YV68BVJ	Pickup (Light/C.Cab)	Berneslai Homes (Construction)	4.2	5	-0.8	£28,541.06	£40,000.00	£40,000.00
FJ13GFK	Tipper (Light)	Berneslai Homes (CRS)	9.9	5	4.9	£25,139.73	£50,000.00	£50,000.00
YR66VRP	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£15,127.98	£25,000.00	£25,000.00
YR66VRT	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£15,807.53	£25,000.00	£25,000.00
YT66KBE	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£13,863.38	£25,000.00	£25,000.00
YT66KBF	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£13,863.38	£25,000.00	£25,000.00
YT66KBK	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£13,863.38	£25,000.00	£25,000.00
YT66KBN	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£13,863.38	£25,000.00	£25,000.00
YT66KBO	Panel Van (Small)	Berneslai Homes (Construction)	6.4	5	1.4	£13,863.38	£25,000.00	£25,000.00
NEW	Panel Van (Medium)	Berneslai Homes (Construction)	N/A	5	N/A	N/A	£35,000.00	£35,000.00
NA66AHD	Panel Van (Small)	Berneslai Homes (HSU)	6.4	5	1.4	£10,696.27	£25,000.00	£25,000.00
NA66AHE	Panel Van (Small)	Berneslai Homes (HSU)	6.4	5	1.4	£10,696.27	£25,000.00	£25,000.00
PO19FEX	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFA	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFB	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFD	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFH	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFJ	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO19FFC	Ride-on Rotary	Neighbourhood Services	4.1	5	-0.9	£26,949.47	£35,000.00	£35,000.00
PO197DCV	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
PO197DDF	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
YS67DFK	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
YS67VDF	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
YS67VDG	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
YS67VDJ	Panel Van (Medium)	Facilities Management	5.3	4	1.3	£20,292.32	£30,000.00	£40,000.00 Y
YT19WGX	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YT19WGY	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YT19WHC	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YT19WHE	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YT19WHF	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YT19WHJ	Panel Van (Small)	Facilities Management	4.1	4	0.1	£16,582.96	£25,000.00	£40,000.00 Y
YN19JTE	Panel Van (Small)	Facilities Management	3.6	4	-0.4	£14,202.40	£25,000.00	£40,000.00 Y
YN19JTF	Panel Van (Small)	Facilities Management	3.6	4	-0.4	£14,202.40	£25,000.00	£40,000.00 Y
YN19JTG	Panel Van (Small)	Facilities Management	3.6	4	-0.4	£14,202.40	£25,000.00	£40,000.00 Y
YN19SNB	Panel Van (Small)	Facilities Management	3.7	4	-0.3	£14,202.40	£25,000.00	£40,000.00 Y
YA69OJZ	Car	Travel Assistance	3.3	4	-0.7	£12,103.83	£25,000.00	£40,000.00 Y
YA69OTX	Car	Travel Assistance	3.3	4	-0.7	£12,103.83	£25,000.00	£40,000.00 Y
YP69HWB	Panel Van (Small)	Berneslai Homes (Construction)	3.2	4	-0.8	£16,835.51	£25,000.00	£25,000.00
FL13BSV	Panel Van (Medium)	Safer Neighbourhood Service	9.5	5	4.5	£28,387.30	£55,000.00	£55,000.00
YR63BZH	Civic Car	Mayoral Support	9.4	5	4.4	£29,733.68	£40,000.00	£80,000.00 Y
NEW	Minibus	Travel Assistance	N/A	7	N/A	N/A	£75,000.00	£75,000.00
NEW	Minibus	Travel Assistance	N/A	7	N/A	N/A	£75,000.00	£75,000.00
NEW	Minibus	Travel Assistance	N/A	7	N/A	N/A	£75,000.00	£75,000.00

BARNSELY METROPOLITAN BOROUGH COUNCIL

REPORT OF: Executive Director, Public Health and Communities

TITLE: 2022 Director of Public Health Annual Report
Tackling the cost-of-living crisis

REPORT TO:	CABINET
Date of Meeting	5 April 2023
Cabinet Member Portfolio	Public Health and Communities
Key Decision	Yes
Public or Private	Public

Purpose of report

To provide Cabinet members with information about the Director of Public Health 2022 Annual Report.

Council Plan priority

Healthy Barnsley

Recommendations

That Cabinet:-

1. Note the contents of the 2022 Director of Public Health Annual Report.

1. INTRODUCTION

1.1 National context

The Director of Public Health (DPH) is as independent advocate for the health of the population and system leadership for its improvement and protection. The independence is expressed through the DPH Annual Report. It is an important vehicle for providing advice and recommendations on population health to both professionals and public and for providing added value over and above intelligence and information routinely available.

1.2 Local context

News and information about the cost-of-living crisis are inescapable, it's been the main topic of many news channels for some time now. Tackling poverty and addressing the related inequalities is not new for us as a council, and it's at the heart of our public health practice. However, the scale of the current crisis is extraordinary, so it is timely that we have chosen to set out focus on it in our 2022 Director of Public Health Annual Report.

2. PROPOSAL

The report will be used to communicate the work of the teams within BMBC and the partner agencies who have been instrumental in responding to the cost-of-living crisis, to the public, BMBC staff and partners. We will continue to deliver a response to the crisis throughout 2023 and develop longer term sustainable services that help alleviate poverty in our communities.

2. IMPLICATIONS OF THE DECISION

3.1 Financial and Risk

Consultation on the financial implications of this report have 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 report.

The costs for the design of the illustrative version of the report is estimated at £350 and provision for these costs have been included within Public Health budget for 22/23.

3.2 Legal

The Director of Public Health is required under section 73B of the National Health Service Act 2006 to produce an annual report on the health of the public of Barnsley and the Council must publish that report

3.3 Equality

Equality Impact Assessment not applicable. The report and subsequent actions will ensure that commissioned services and programmes of work continue to tackle health inequalities.

3.4 Sustainability

Decision-making wheel not completed. The report is for noting and does not require a decision.

3.5 Employee

There are no employee implications.

3.6 Communications

The 2022 Director of Public Health Annual Report will be launched at the recognition of our response to the cost-of-living crisis workshop on 23 March 2023. The report will also be made available on the Barnsley Council website.

4. CONSULTATION

The report has been written in partnership with several business units to ensure we capture the wider response to the cost-of-living crisis. It also includes information from audit visits and feedback from customers in receipt of support.

5. ALTERNATIVE OPTIONS CONSIDERED

5.1 The report is designed to be understandable for members of the public and those professionals who are not public health specialists. The report will take a Digital First approach and will be web-based.

6. REASONS FOR RECOMMENDATION

6.1 For Cabinet to be aware of the findings of the 2022 DPH Annual Report.

7. GLOSSARY

7.1 DPH – Director of Public Health

8. LIST OF APPENDICES

Appendix 1: Director of Public Health Annual Report 2022 – Tacking the cost-of-living crisis.

Appendix 2: Director of Public Health Annual report 2022 – Tacking the cost-of-living crisis – illustrative version

9. 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

10. REPORT SIGN OFF

Financial consultation & sign off	Senior Financial Services officer consulted and date Vanessa Hunter 06/02/2023
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Legal consultation & sign off	Legal Services officer consulted and date <i>Kate Gothard</i> <i>06/02/2023</i>
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Report Author: Jayne Hellowell
Post: Head of Commissioning & Healthier Communities
Date: 2 February 2023

Director of Public Health Annual Report 2022

Tackling the cost-of-living crisis



Barnsley – the place
of possibilities.

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

News and information about the cost-of-living crisis are inescapable, it's been the main topic of many news channels for some time now. Tackling poverty and addressing the related inequalities is not new for us as a council, and it's at the heart of our public health practice. However, the scale of the current crisis is extraordinary, so it is timely that we have chosen to set out focus on it in our 2022 Director of Public Health Annual Report.



People are struggling to provide daily essentials such as food and keeping themselves warm. This is affecting all types of households across our borough with those most affected needing a staggering 17% or more increase in their income to enable them to provide for these basics. We have seen the cost of food nearly doubling with the cost of gas/electricity and fuel not far behind.

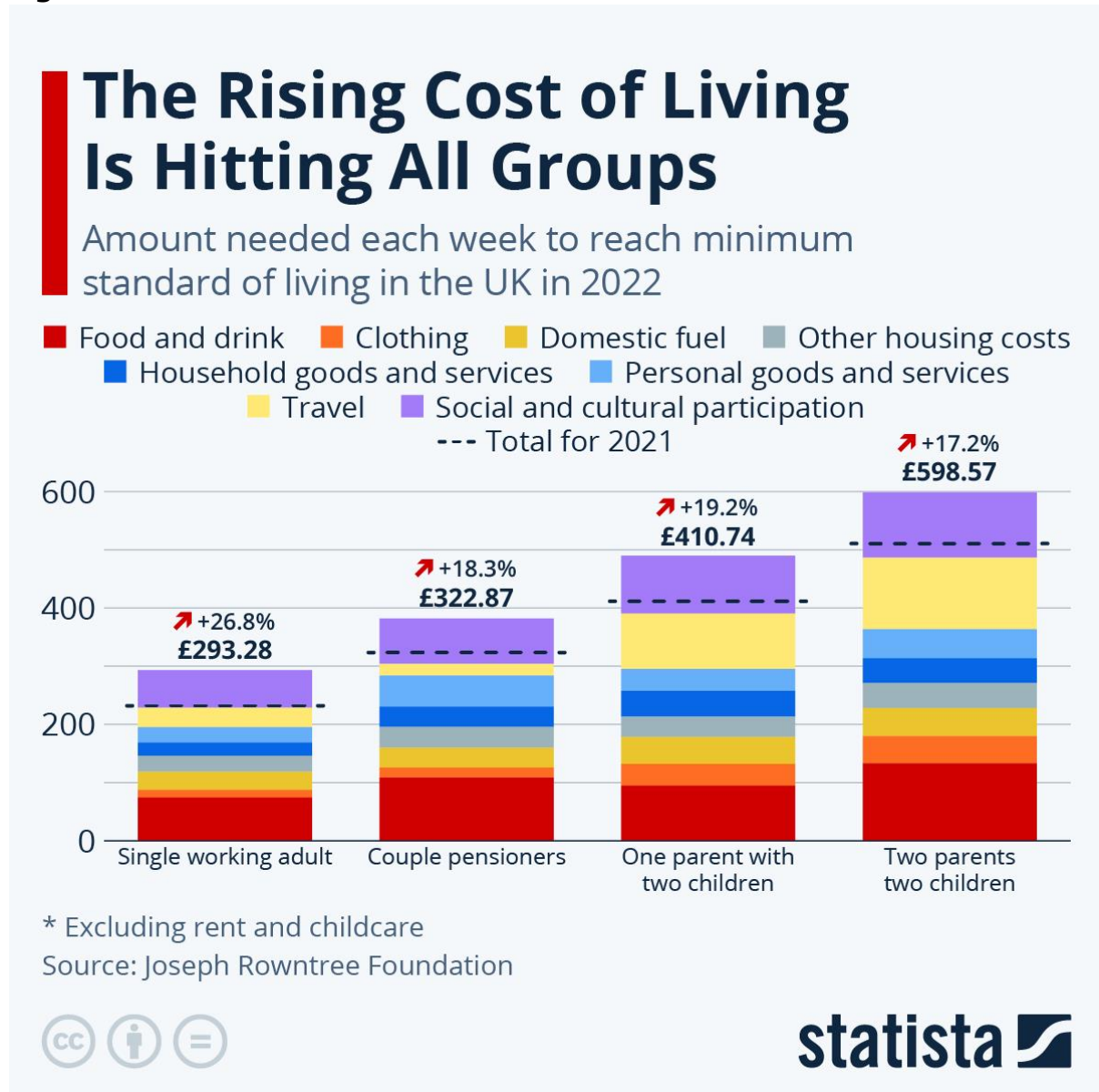
Poverty was already on the increase in Barnsley before COVID. Now with the significant gap between inflation and wage rises, we are seeing the inequality gap in our communities growing bigger. Families now need over £100 a month more to sustain normal levels of living.

This report provides evidence of the impact of the cost-of-living crisis and how it is affecting households in our community. We show how we have responded using grants creatively and working with the community and voluntary sector to help us respond to the crisis.

2. Introduction

The cost of living has increased both nationally and locally. The cost of living is the average amount of money that individuals need to be able to cover basic expenses such as food and housing. Everyone will be affected by the increases (see Figure 1); however, the impact will be greatest for those who are already under financial pressure. The costs, particularly energy, water and fuel prices, council tax and other key areas of household expenditure are also set to rise further in 2023.

Figure 1



Source: [Statista – Cost of living crisis impacts in UK](#)

Whilst the cost-of-living crisis is having a significant impact across the country, it is disproportionately affecting boroughs like Barnsley where poverty was already increasing before the COVID-19 pandemic, worsening inequalities, and making life even harder for our poorest communities. The uncertainty of future cost increases is set to amplify these challenges further.

As inflation (the rate of increase in prices) exceeds increases in wages, many individuals are seeing their household income reducing. In October 2022, Barnsley's inflation rate was 11.9%, however wages increased by only 0.8% between January and July 2022. This means that workers living in Barnsley are on average £101 a month poorer compared to the previous year, whilst spending on essentials has increased (Figure 2).



Figure 2

In addition, the 'poverty premium' which is the extra cost people on low incomes need to pay for essential goods and services; makes it even harder for some households to weather the storm of price increases. Examples of poverty premium include using prepayment meters to pay for gas and electricity, paying to access money and using higher-cost credit.

Reduced household income also impacts on people's ability to save. The Money and Pensions Service have undertaken research which shows that a quarter of UK adults have less than £100 set aside in savings, leaving them vulnerable to rising and unexpected bills.¹

ONS research also indicates that adults living in the most deprived areas of England were more likely to report not being able to save in the next 12 months, than adults living in the least deprived areas of England.²

3. Evidence

This section looks at some of the key local and national data available in order to provide an overview of the current cost of living, as of December 2022. It is noted that the data and intelligence around this area is moving at pace, and this report doesn't encompass every variable that impacts the cost of living in Barnsley.

The Resolution Foundation predicts an extra 1.3 million people, including 500,000 children, nationally will be forced into absolute poverty (i.e., not be able to feed themselves, keep warm and clean) in 22/23 due to a combination of falling income and rising inflation.⁴ In 22/23:

- The typical working age household will experience a 4% fall in income (£1,100).
- An unemployed single person will see a 15% drop in income.
- Inflation is set to rise above 8%.

Sir Michael Marmot has led on health inequalities research for over 40 years. His work and key publications focus on the relationship between social conditions and inequalities in health. In the UK, a decade of austerity has impacted on public health and made health inequality worse. The cost-of-living crisis is unprecedented, with its threats to the health and wellbeing of the nation as ¹Marmot outlines for people living on the edge a small decrease in income can literally be a matter of life and death.

The latest data from ONS Opinions and Lifestyle Survey³ published in October 2022 shows that around 89% of adults in Great Britain continue to report that their cost of living has increased. This is an increase from around 62% in November 2021. The most common reasons reported for the increased cost of living were:

- An increase in the price of their food shop (94%).
- An increase in gas or electricity bills (82%).
- An increase in the price of fuel (77%).

The most common actions reported by all adults because of the rising cost of living were spending less on non-essentials (67%) and using less fuel such as gas or electricity in their home (63%). Around 1 in 50 (2%) adults reported that they are using support from charities including foodbanks because of the increase in the cost of living.

3.1. Local impact of rising cost of living

Over a third (36%) of the Barnsley population live in the 20% most deprived areas in the country (IMD, 2019), and around 1 in 5 children in Barnsley live in absolute low-income families. Census 2021 data suggests that almost two-thirds of the Barnsley population can be considered 'deprived' according to four dimensions of deprivation which include employment, education, health, and housing.

Across South Yorkshire, there are 620,000 homes with an Energy Performance Certificate (EPC) below C (60% of all stock); requiring c.£4bn of retrofit investment to address thermal efficiency and increase SAP ratings. There are also almost 20%

¹ Michael Marmot, Jessica Allen, Tammy Boyce, Peter Goldblatt, Joana Morrison (2020) Health equity in England: The Marmot Review 10 years on. London: Institute of Health Equity <https://www.instituteofhealthequity.org/resources-reports/marmot-review-10-years-on/the-marmot-review-10-years-on-full-report.pdf>

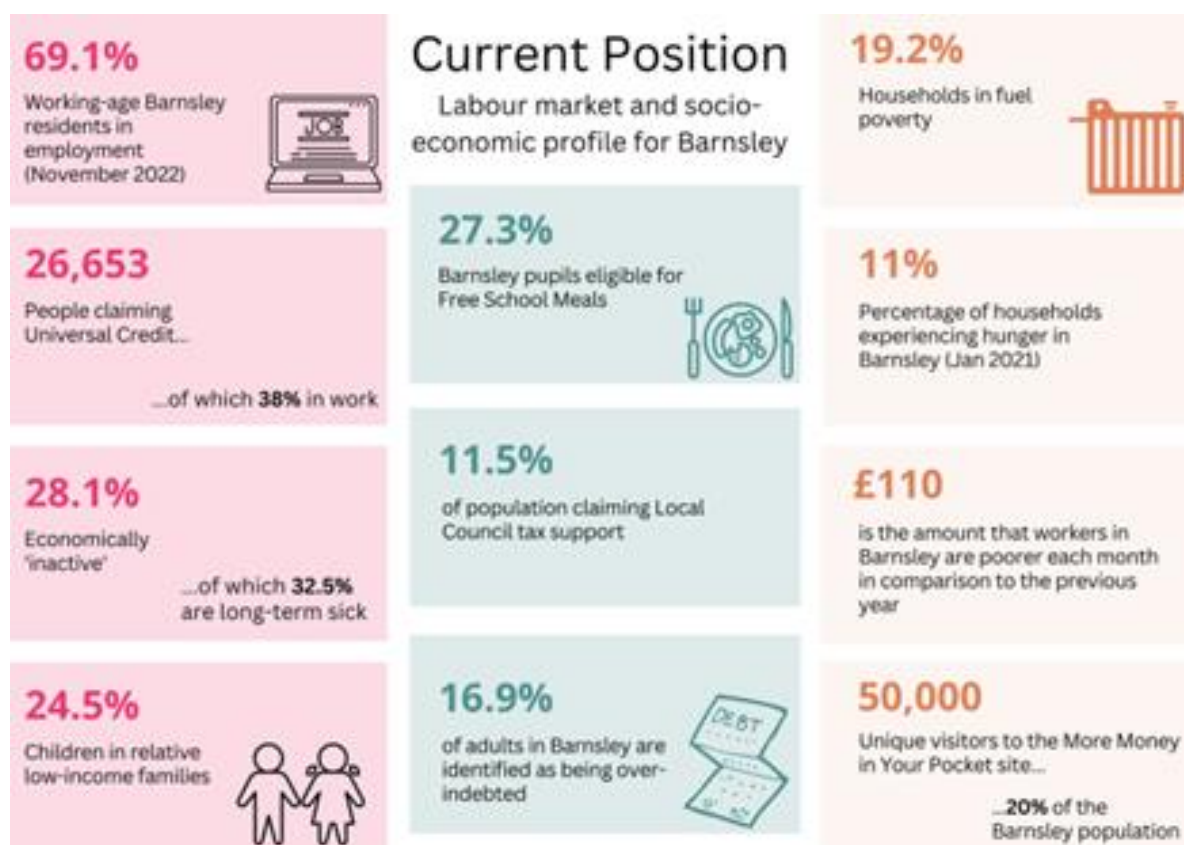
of our households living in fuel poverty and we believe that this figure may well double this winter given the current energy and wider cost-of-living crisis. In Barnsley, the latest available fuel poverty statistics² (from 2020) showed that 19.2% of households were in fuel poverty, some 20,798 homes. Recent media reports suggest that this figure has now risen to 37%, meaning a third of all households are now struggling to meet the cost of their energy and keep their homes warm.

The South Yorkshire Authorities have already taken advantage of the Department for Business, Energy and Industrial Strategy retrofit programmes, with over £50m³ secured via Local Authority Delivery scheme (LAD2) across our local Net Zero Hub, £6m via LAD3 (across Barnsley and Sheffield) and c.£6m via Social Housing Decarbonisation fund. However, this funding is not sufficient to address the scale of the problems with stock condition and low incomes. The cost of retrofit measures continues to rise across the industry meaning a £1M investment would be able to provide external wall insulation to just 56 homes. There are also delivery issues within these programmes nationally (as well as locally), and authorities and other providers have been unable to maximise the opportunities of this investment. Regionally, we are working closely to understand how we can overcome supply chain issues and lack of national investment in the retrofit sector and there is an urgent need for market development to provide a supplier base in South Yorkshire.

² <https://www.gov.uk/government/statistics/sub-regional-fuel-poverty-data-2022>

³ <https://www.gov.uk/government/collections/home-energy-performance-retrofit-funding-for-local-authorities-and-housing-associations-to-help-improve-the-energy-performance-of-homes>

Figure 3: local statistics



Recent research by the Centre for Progressive Policy⁶ found South Yorkshire to be particularly vulnerable to the adverse impacts of the cost-of-living crisis, with Barnsley ranked the 30th most vulnerable LA nationally, as outlined below in Figure 4.

Figure 4: Cost of Living Vulnerability Index, Centre for Progressive Policy

IGN member	Local Authority name	Local Authority Ranking (1= most vulnerable)	Food Insecurity (% of all adults)	Fuel Poverty (% of households)	Child Poverty (% of children)	Universal Credit Claimant Count (% of working age)	Economic Inactivity (% of working age)	Low Pay (% of jobs)
South Yorkshire	Barnsley	30	15%	19%	33%	4%	27%	17%
Combined Authority	Doncaster	12	14%	18%	35%	5%	25%	25%
	Rotherham	17	14%	17%	34%	5%	26%	20%
	Sheffield	47	8%	17%	36%	5%	24%	21%

So as the cost-of-living crisis deepens, many more children, young people and adults in Barnsley will be living in poverty.

- Communities that were previously outside of the most deprived 20% nationally may now face the same levels of financial hardship as previously experienced by communities in deciles one and two.
- Many are at risk of becoming destitute. This means regularly going without the absolute essentials – not being able to eat, heat their homes or keep clean.⁷

Local intelligence tells us that since April 2022, Barnsley Citizens Advice Bureau has seen:

- 134% increase in unique clients compared to the same period last year.
- 176% increase in problems dealt with compared to the same period last year.

Data shows that over the last two years, enquiries to CAB about energy related issues have steadily increased. These are expected to rise further over the coming months. The number of individuals approaching CAB for 'crisis support' including referrals to food banks or other charitable support (covers any emergency financial support or support in kind people need to make ends meet) has risen month-on-month throughout 2022 to over 250 clients.

3.2. Potential health impacts of the cost-of-living crisis on Barnsley residents

Not only will the rising cost of living impact on people's immediate health and ability to access health care but also their longer-term health. By having to focus on their immediate needs and threats, people living in poverty may make decisions that are damaging for their health in the longer term.⁴

Regionally, 7% of households were estimated to have experienced food insecurity (2020/21), that equates to 96,000 households in South Yorkshire. Tooth decay, obesity rates and diabetes prevalence are already challenges for Barnsley and set to get worse if food poverty is not addressed.

As noted previously, Barnsley already has lower average earnings and lower employment; if it is likely that this declines further, we can expect to see an increase in the levels of stress and anxiety linked to financial pressures. Levels of common mental health disorders, suicide and domestic abuse are currently a concern across Barnsley.

Living in a warm, safe home is essential for staying healthy and well. There is strong evidence that living in cold, damp, and unsafe homes can affect people's physical and mental health and can increase the risk of ill health, injury or dying⁵. Cold weather increases the risk of heart attacks, strokes, respiratory conditions, flu, and falls. We also know that there are excess deaths in winter months due to housing and economic factors, circulating infectious diseases (particularly flu and COVID-19) and individual vulnerability to the health effects of being cold. The combination of low incomes, high energy costs and poor heating and insulation could leave many more individuals in conditions which are unfit to help them survive the cold weather.

⁴ How poverty affects people's decision-making processes Jennifer Sheehy-Skeffington and Jessica Rea 2017

⁵ <https://www.nice.org.uk/guidance/ng6>

Pressures from the cost of transport and fuel may prevent people from using key prevention services like attending for antenatal visits, vaccination and child immunisations or accessing screening. There are currently uptake challenges in several prevention services such as MMR vaccination, Chlamydia detection, and health check uptakes. 11% of Barnsley residents don't have access to a GP or walk-in health clinic/centre within a 15-minute walk.

While we can expect worsening health outcomes for our population, the reality is that the cost-of-living crisis won't affect us all equally. There is compound effect whereby those already living in the most deprived areas will feel the impact disproportionately more than others. It is the combined pressures of energy prices on top of falling wages on top of poor-quality housing that will mean the worsening health outcomes noted previously will be felt within certain communities, which will widen inequalities.

As well as the compound effects noted above, there is a further challenge that the worsening health outcomes will prevent some from engaging in economic activity as they may be too ill to work – this creates a cycle of poor health, to lack of income, which leads to further ill health and so on. As well as impacted families and whole generations, this will impact the productivity and economic prosperity.

Poverty will negatively impact on the life chances of children; not only will the cost-of-living crisis cause disproportionate impacts, it will also fall harder on low-income households who will experience a higher level of inflation than richer households and builds on the uneven impact of the pandemic in terms of less resilience (richer people saved, poorer people had to spend savings).

4. Our response to helping people through the cost-of-living crisis

News and information about the cost-of-living crisis are inescapable, it's been the main topic of many news channels for some time now. Tackling poverty and addressing the related inequalities is not new for us as a council; however, the scale of the current crisis is extraordinary. We have a borough-wide commitment with our partners to support people and businesses through this period of uncertainty and to continue to provide help to people who need it most. We've really seen Barnsley pull together over the last two years, and we hope that this will continue. As a council, we have our own financial challenges with increases in fuel bills, goods, and services. We know people need support, but the council hasn't got the money to fund all the things that people need. What we can do is maximise the impact of the help we can provide, helping people to get the financial support, information and advice and supporting community initiatives into action.

4.1. Our information hub - More Money In Your Pocket

Our More Money In Your Pocket webpage provides a whole host of information on getting help with the rising cost of living. People can find information and advice about free or discounted support which is funded by the Council and other organisations. We have included links to many other websites, so people can find out how they can save money or get help.

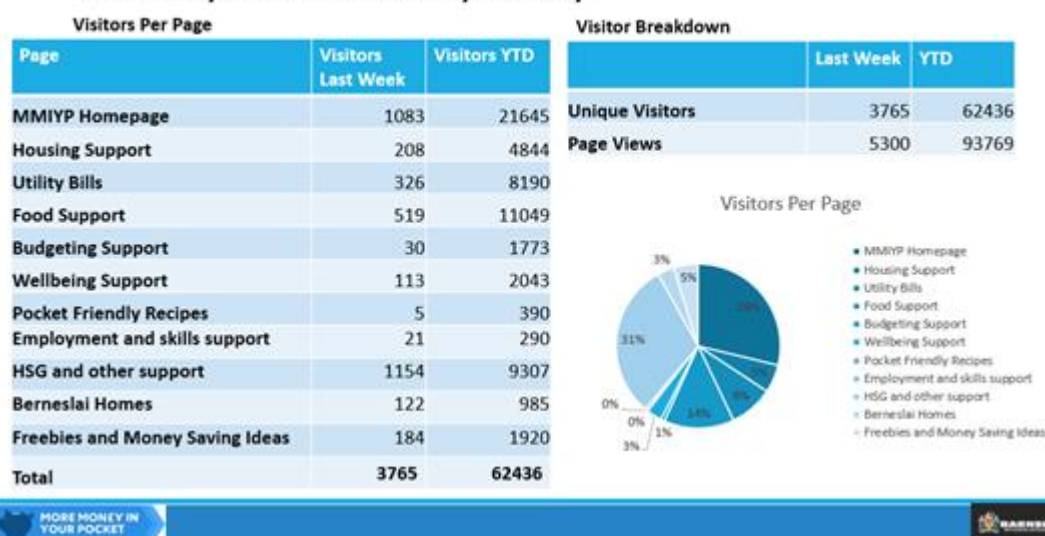


How we communicate

We have made no assumptions that people will automatically find the webpage nor that they will fully understand what it can offer. We have therefore reached out to our staff, agencies both in the private and public sector and residents through a range of communication methods. This includes cascade training to teams, workshops, health, and well-being events and much more. We have taken time to talk to people and explain what is on offer and have translated the messages in different languages and in easy read.

Nearly a quarter of our population has visited our website as of December 2022.

More Money In Your Pocket Weekly Summary



We have delivered 97 training sessions. Some have been large such as the health and wellbeing event at GXO global logistics that employs 4000 staff and our Brights Nights event which is three nights of arts and entertainment in Barnsley town centre. Others have been smaller through staff and partnership meetings.

More Money In Your Pocket Weekly Summary

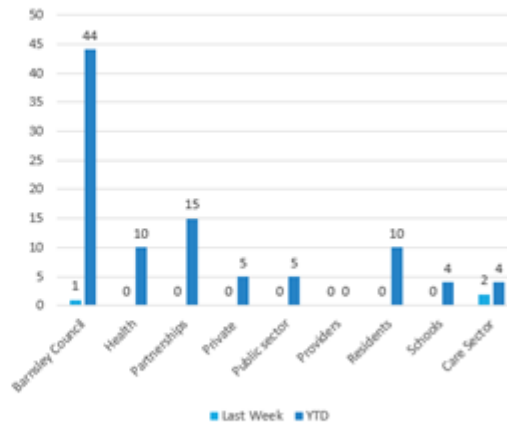
Cascade Training Sessions Summary

Area	Last Week	YTD
Barnsley Council	1	44
Health	0	10
Partnerships	0	15
Private	0	5
Public sector	0	5
Providers	0	0
Residents	0	10
Schools	0	4
Care Sector	2	4
Total	3	97

Above is total number of cascade training sessions and events that have been delivered by area.

There are currently 21 more events booked awaiting delivery.

Sessions Delivered So Far – By Area



The leader of the Council and senior management has strengthened the key messages about how we can help people, lending their support to promote the website.



We will continue to update the website and promote it with partners and organisations funded to support people with the cost-of-living crisis (see section 4b below).



4.2. Using grants creatively

Local authorities have been provided with grants that should be used to support households in the most need; particularly those who may not be eligible for the other support that the government has made available. We have thought carefully about how we can target those households. Some of the funds have been used to target people on benefits such as pension credit and housing benefit. However, we have taken steps to work alongside our community-based organisations to hand the grant to them to distribute to those in need. We believe this type of approach is the best way to get to those who may not be on benefits. We have seen in Section 3 how the cost-of-living crisis is impacting on low-income households. Local authorities do not have details about those households, whereas community groups can find this out by working closely with local people.

Types of grants:

Household Support Grant

Between April 2022 and March 2023, a sum of £4.6 million was allocated to Barnsley Council to help people with the cost-of-living crisis. A significant proportion of that was given to people on benefits in the form of post office credit. However, a sum of £816,000 in total has been used to allocated to community organisations.

UK Shared Prosperity Fund

There are 3 themes associated with this funding with a purpose of building pride in place and increasing life chances. Under the communities and place theme we have allocated £500,000 to support people with the cost-of-living crisis and have used this funding to support community organisations.

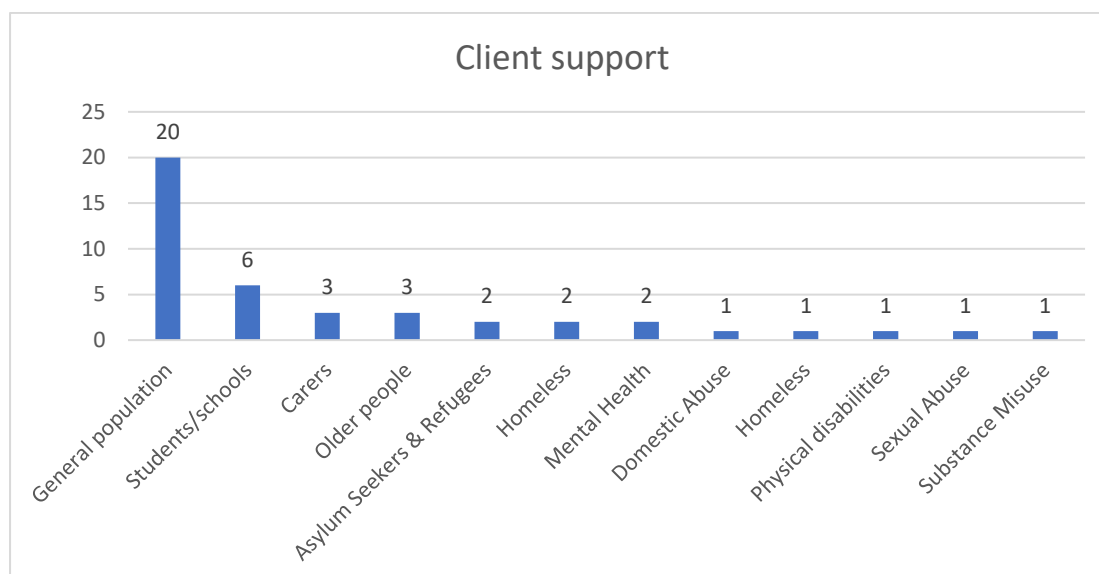
South Yorkshire Mayoral Combined Authority

Led by the current Mayor of South Yorkshire Oliver Coppard, they bring together the local authorities of Barnsley, Doncaster, Rotherham and Sheffield and the private sector through their Local Enterprise Partnership. They have a shared purpose to create a stronger, greener, fairer South Yorkshire. Their Board has agreed to commit up to £700k of windfall budget surplus to a food-security package as part of a wider regional response to the cost-of-living crisis. In Barnsley we have been allocated £150,000 to support our Good Food Partnership initiatives as set out in section 5.

4.3. Our partner community-based organisations

We have worked with over 40 different community-based organisations to allocate funds from the grants set out above. With their support and dedication, we have been able to target those in need including low-income households.

20 of the organisations offer support to the general population with 23 targeted specialist groups such as students and older people.

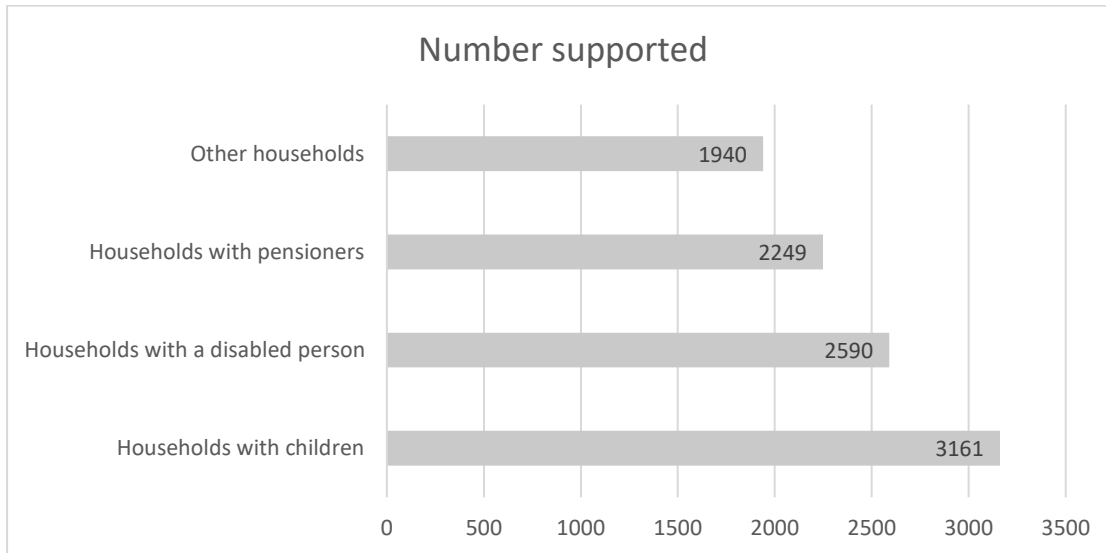


We have also funded in-house services such as adult and community social care teams, our family centres and area teams to offer support to their most vulnerable households.

4.4. Reaching those most in need

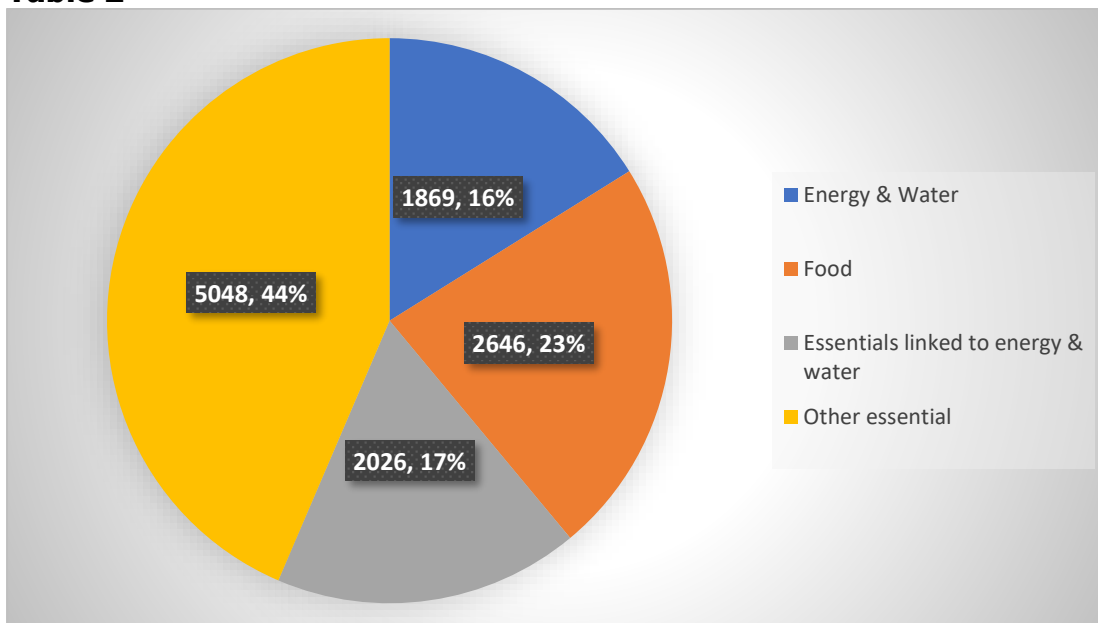
Household Support Grant: Between October 2022 and March 2023 and by working with our community-based organisations we have spent £500k and reached 9,940 households in need. This can be shown in Table 1 below.

Table 1



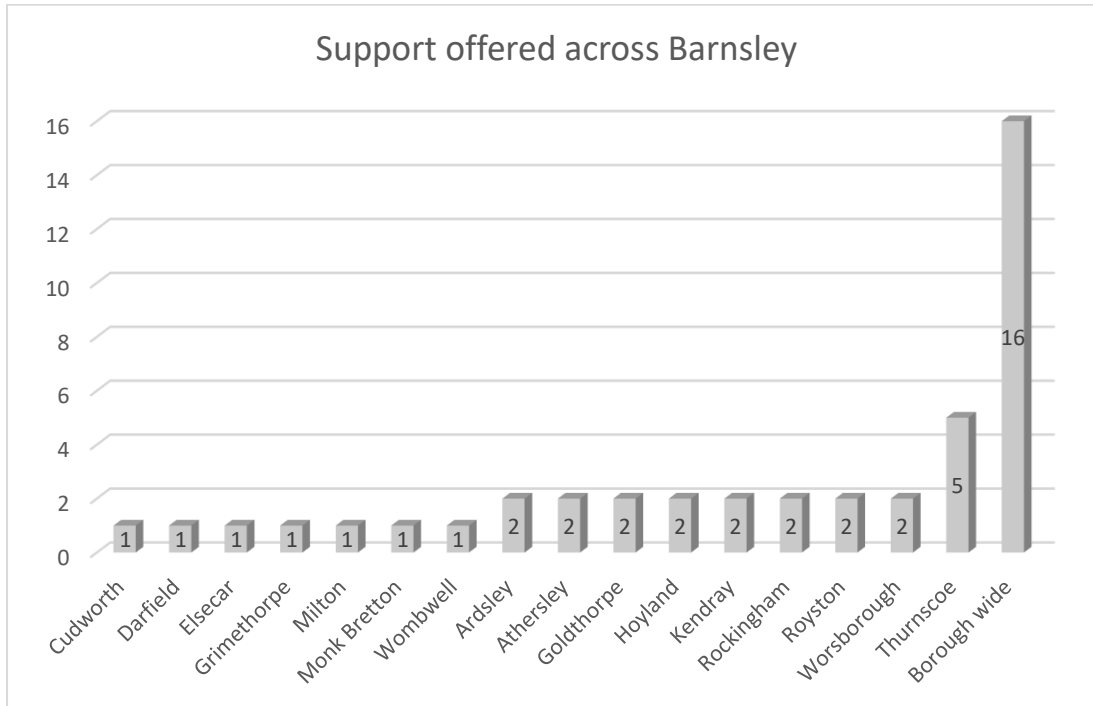
The funding was limited to supporting people with food, fuel, and essential household goods. Table 2 below shows how the funding was distributed.

Table 2



Support has been offered across 44 areas in Barnsley. 16 schemes have been made available to households across the borough (Table 3).

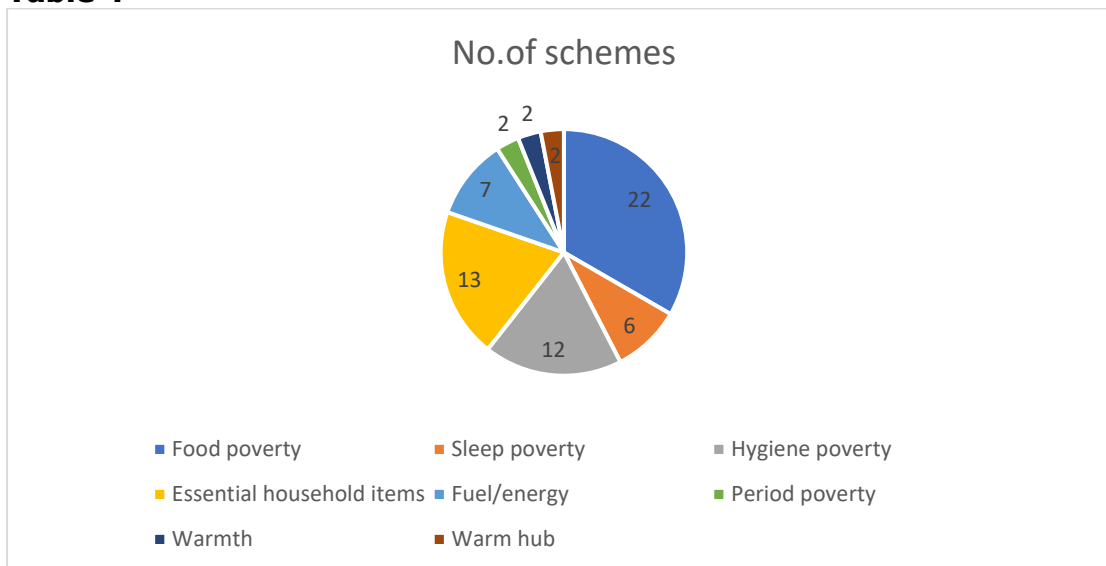
Table 3



UK Shared Prosperity Fund: 66 schemes have been put in place to help people in a number of ways such as food and fuel costs. Since January 2023 we have seen organisations asking for funding to help people with hygiene and sleep products with some households being without adequate personal and house cleaning products, bedding, and mattresses.

Type of support and number of schemes (Table 4).

Table 4



5. Feeding Barnsley

Food is one of the basic necessities of life. Food contains nutrients, substances essential for the growth, repair, and maintenance of body tissues and for the regulation of vital processes. We aim to tackle food insecurity through the work of Good Food Barnsley to reduce the impact of the cost-of-living crisis on those who are struggling to afford good quality, nutritional food.

Good Food Barnsley is a broad coalition between the private, public and 3rd sectors. It is a joined-up movement and partnership of fantastic minds and resources that work towards a shared vision of building a better Barnsley where everyone has the right to the food they need to thrive.



It is a genuine partnership to promote healthy sustainable food, tackle food insecurity and diet-related ill health, educate, and build community food knowledge, skills, and resources and to demonstrate the positive impact this is having on increasing citizen independence in our communities.

We believe that the people of Barnsley and the possibilities of and around food are good and we have achieved a lot to strengthen provision. Our aim is to offer a range of services that move people towards citizen control. We recognise the role of crisis food supply such as foodbanks, but we have an ambition to move people up the food ladder offering a range of options that enables them to take control and have choice.



Here are some of the schemes we have in place.

Community Shops – ‘Despite everything that the COVID-19 pandemic has thrown at us, Community Shop has remained true to its mission of building stronger individuals and more confident communities’. Barnsley has two Community Shops and is planning a further two with an ambition to have one in each of the 6 key areas in the borough. The Shops are not just about food. They prepare members for work, offer volunteering and work placements, education through training and personal development and connect people to their communities.

Community Shop On The Go – This is a brand-new scheme for 2023. Start-up funds have been granted from the **South Yorkshire Mayoral Combined Authority**. Community Shop On The Go will bring the high quality, affordable food associated with the existing Community Shops to sites across the borough. An initial pilot phase will test sites and operating models to determine the most appropriate approach in each area, with an intention to have sites in all Area Council localities. The scheme will provide affordable food from partner Ocado, along with cooking demonstrations, recipes, and advice.

Storehouse & Field is one of Good Food Barnsley’s newer responses to gaps in the supported food access pathway. It seeks to support those experiencing moderate food insecurity. Storehouse & Field puts food at the centre of a more holistic approach to food insecurity that supports the whole individual and looks to reinvigorate members’ relationship with food.

Storehouse & Field is a member only scheme whereby members pay a low weekly fee (under £10) and in return receive £30-40 worth of food. In addition to this, members can access food-related events such as community lunches, cooking

demonstrations, (potentially) courses, wraparound support offered as pop ups and also through referrals.

Rose Voucher Scheme – The Council committed £56,000 to the scheme with match funding from the Alexandra Rose Charity. On average, families reliably collect £3,500 worth of vouchers per month and spend £3,100 per month with local retailers using the Rose Vouchers. Through the Council’s family centres over thirty staff have been trained in how to deliver the project and use the Rose Vouchers family registration and voucher distribution database. 11 traders now use the vouchers. 296 families with 331 children under 5 are currently actively redeeming Rose Vouchers in Barnsley. The project aims to grow to at least 300 families collecting monthly by the end of March 2023. So far in 2021 Barnsley families have received and spent an impressive £20,905 in vouchers with local traders. This total spend, along with the 83% redemption rate, indicates how successfully partners are engaging with families to support them to regularly access the project.

Healthy Holidays – The Partnership has been involved in Healthy Holidays, now Healthy Activities and Food programme (HAF), activity coordination since 2018. Initially supporting in the delivery of the six-week summer holiday provision in 2018, the Partnership was awarded £30k of funding, which was distributed across various 3rd sector and public groups and organisations to provide enriching activities and food to children and families across the borough of Barnsley.

The HAF programme is now funded by the Department for Education and throughout the Easter, summer, and Christmas school holiday periods we run a range of Healthy Holidays clubs. Healthy Holidays is about supporting families especially if they need extra help to access food and things to do to keep their children healthy through the school holidays.

6. Warm homes, health, and cost of living

Our Collaborative Cold Weather group wanted to understand more about how cold homes are impacting on the lives of people living in different types of housing across Barnsley. In the summer 2021, we commissioned community engagement work to hear about peoples lived experience of the impacts of cold temperatures on their health and wellbeing and what we can do together to make a difference. This work involved:

- A literature review of key evidence.
- One-to-one detailed interviews with providers and local people.
- An online survey to gather views from Barnsley residents.

What people said

We found that people had significant worries and fears about the winter months affecting their physical and mental wellbeing, much of this was related to their ability to be able to pay for energy efficiency and heating. Many groups had difficulties each winter, particularly people on low incomes or homeless/rough sleepers. It became clear through the work that the ongoing impact of the pandemic was affecting a wider group of people following job losses, changes to benefits and increases in energy and food prices.

"I worry about the weather being too cold and I will have to have my heating on longer, I know that I can wrap up with extra layers of clothing and blankets, but I worry about heating and pipes freezing up. The more I must pay for heating the less money I can spend on food."

"I lost my job twice due in the pandemic... also had time off unpaid to look after my son whose school bubble closed.... It has been a rough time money wise and forever working out bills and spends for shopping and to top up the gas and electricity on the meters."

One professional described a recent case where an older person had lived all their life without central heating. Whilst they were in hospital, central heating was installed in their home, making a huge difference to their quality of life: *"this winter gone, is the first time I have not been scared of winter."*

Some respondents spoke about juggling money and choosing between eating and heating.

"Choosing between heating or food as I have a disabled child and when it's cold our heating needs to be on 24hrs a day."

"I only eat breakfast and dinner. This is due to struggling to pay fuel bills during winter and trying to save money in the summer."

The findings from this community engagement work resulted in key recommendations:

- A system wide approach focused on prevention, with partnership at the centre.
- Strategies to find people who are not in touch with services.
- Focusing our efforts on working with communities and vulnerable people.
- Communications strategy including non-digital options.
- Delivering practical support.

We're continuing to use this insight to inform our Collaborative Cold Weather plan this winter.

Collaborative Cold Weather plan

Our Collaborative Cold weather group is supported by key agencies working across the borough to help reduce the impact of cold-related ill health and excess winter deaths. Together we have developed a plan which focuses on the main contributory factors including:

- Energy efficiency and cold homes.
- Falls & frailty prevention.
- Flu and COVID-19 prevention and vaccination uptake.
- Managing health conditions linked to the cold.

[Barnsley's cold weather plan 2022-23](#)



Cost of living and energy costs have been factored into the Collaborative Cold Weather plan this year. The following key actions are being taken forward by partners this winter:

- Deliver property-related support for residents in energy inefficient homes or living in fuel poverty.
- Provide the Affordable Warmth Grant for private sector housing – funded boilers and first-time heating.
- Develop and promote the Affordable Warmth Charter amongst businesses.
- Ensure longer term investment of retrofit housing solutions for people living with cold-related ill health.

Our plan this year has brought together local and national information and evidence to make sure we are doing all we can to support Barnsley residents over the winter. Alongside promotion of the support available to our communities, Barnsley partners have been encouraged and supported to develop their own plans for winter 2022/23. These plans should include self-care support for residents and when to seek treatment for colds/seasonal flu.

The Area Councils and ward alliances continue to provide community support in winter months through a range of interventions including winter warmer packs, falls prevention and social isolation initiatives.

We have created some key sources of information for Barnsley residents, as well as those who are working with communities, to keep them safe over the cold weather.

The [keep warm and well leaflet](#) provides supportive information and tips for staying well in winter, with phone numbers and website details to find further information. We have also updated our centralised [stay well this winter](#) pages and created a key messages toolkit for frontline staff.

Warm Homes Team

The Council has a Warm Homes Service⁶ which has been established to provide advice and assistance relating to warm homes, energy debt, home improvements and retrofit. The Council has been successful in its bids to the BEIS Local Authority Delivery (LAD) housing retrofit programmes and has, to date, secured over £7m to offer housing retrofit measures to improve the thermal and energy efficiency of homes in the private sector. This funding is targeted at households in fuel poverty (using BRE and other business intelligence data), taking a fabric first approach to adequately insulating homes and reducing energy usage and carbon emissions. All works must meet PAS2035 standards which ensures that the whole house is considered when installing retrofit measures. This ensures that there are no unintended consequences in under/over-insulation which could cause/contribute to damp, mould, and condensation issues which we know can significantly impact/exacerbate health conditions.

Affordable Warm Programme

As part of the Council's wider commitment to assisting the residents of our borough through the current cost-of-living crisis, the Council has committed £3m

via the Affordable Warmth Programme (and Household Support Grant) to assist households in need of first time or replacement boilers and property insulation. This funding, again targeted at those experiencing fuel poverty in the private sector, provides a permanent solution to increasing property standards and seeks

⁶ <https://www.barnsley.gov.uk/services/housing/energy-at-home/make-your-home-warmer-and-cheaper-to-run/>

to improve the financial circumstances of those disproportionately impacted by the increased costs of living. A proportion of this funding will also be used to help clear energy debt to those receiving heating upgrades, with the aim of “resetting” the household so that residents feel confident to turn on their heating.

Affordable Warm Charter

The Affordable Warmth Charter brings together partners across the borough to share knowledge, expertise, and resources to tackle the health inequalities and cost of living caused by living in cold homes. The Charter requires partners to make a commitment/pledge using one or more of the 5 key priorities in the Charter:

- Energy efficiency.
- Affordable energy.
- Employment, education & skills.
- Partnership working.
- Low carbon commitments.

Partners who make this commitment will be awarded the Affordable Warmth Charter Mark which can be displayed on websites and literature.

This will help partners to demonstrate their commitment to helping residents make their homes more energy efficient and manage their energy costs.



7. Welcoming Spaces

We are developing a network of Welcoming Spaces which will be available to people wishing to use them over the winter months, until 31 March 2023. We are using our own buildings, such as libraries, museums, family centres, and Berneslai Homes buildings to provide welcoming, warm, and inviting spaces for anyone who's feeling the cold. People can go there to get warm, stay warm and join in any of the regular activities or events which are being provided. It's also an opportunity to find out about other free resources, such as the Library Service's free e-books, e-magazines, online newspapers, and free internet and Wi-Fi, which will support families during the cost-of-living crisis.

Libraries are also partnering with Camarados to create Public Living Rooms within Barnsley's libraries, where you can meet and chat with others in a warm, safe, and friendly place, play games, do a jigsaw, and stay as long as you would like.

We know that many of our partners across Barnsley already provide this type of facility, so we are asking them to consider registering their facilities and/or services to let our residents know how to access the Welcoming Spaces near them.

All of Barnsley's Welcoming Spaces will be registered on an external site (not managed by the council): www.warmwelcome.uk/.

All Welcoming Spaces will operate within the following principles, which is intended to help local people who want to use them know what to expect when they step across the threshold of a Welcoming Space building: a guarantee of respect, dignity, and warmth.

You'll get a warm welcome

Every time you come to a Welcoming Space, you'll be given a warm welcome from the staff and volunteers there.

Everyone is treated equally, with dignity and respect

Everyone has a right to be warm, so everyone in a Welcoming Space treats people, and is treated by people, with dignity and respect.

Your Welcoming Space will be a safe space

Your Welcoming Space will stick to the safeguarding policies that it always uses, and it will stick to food hygiene rules too.

We'll not tell anyone about you needing a Welcoming Space

If you want to share the reasons you need a Welcoming Space, someone will listen, but they won't tell anyone else unless you give them permission, or they must because of their safeguarding policies.

It doesn't matter why you need a Welcoming Space

Every Welcoming Space is a non-judgemental space; whatever the reason you have for needing to come in, you'll be treated the same and never judged.

Welcoming Space participants will be expected to adhere to their own safeguarding policies and ensure that all staff and volunteers are briefed on these procedures. Participants are also responsible for making sure their entry on the website is kept up to date and any changes are communicated through their own usual channels.

We're a welcoming space



MORE MONEY IN YOUR POCKET



8. Impact – the difference support means to people

The cost-of-living crisis for some cannot be underestimated. Here are some real stories that bring to life the impact of the support they have received.

*"We are one of the families that benefitted from your kind donation to **Station House** a couple of weeks ago and wanted to write to you to express our thanks. Like many families, we are feeling the impact of the cost-of-living price rises. We decided to use part of the voucher to purchase an air fryer; we have considered one before as a means of reducing the cost of cooking for a family but have struggled to find room in the budget for the initial outlay. Your gift has enabled us to reduce our ongoing energy costs, which is considerably helpful in the current climate. It is really nice to be reminded that there are people out there who want to help to do good; and it is our hope that one day we will be in a position to pay that forward in much the same way."*



*"I'm very happy for help a lot and received today from **Oakwell Rise Academy** and over the school holiday. I was very happy for the help and support it helped my family a lot and there was very easy to use at the shop."*



Beacon Carers services. The funding that has been provided has paid for a new cooker, without the funding I would have been without a cooker. Support is getting better and bigger, being able to help more people. The whole team is fantastic, especially Lynda who is amazing."

"Nice to have to somewhere to go, get warm, receive food parcels and sometimes nappies, this helps to free up money for the meter, meet other people to help with loneliness as well being a single mum. The **Royston Friends Association** hub is amazing, and it is an absolute lifeline."

"Hi Dave, WOW👏! Thank you in the **North Area Council** and **Age UK** so much for the very generously filled bag of necessities, am blown away... they're brilliantly considered and selected items. The one I needed straight away was the Philips energy saver bulb, mine had expired after a very long time's service only a few days ago in my bedroom and I didn't have a spare one left. All items are very much appreciated, and I'll make full use of them, especially the hot water bottle for multiple uses other than prewarming my bedding! Thank you so much again, E."

Healthy Holidays

What the parents said

"Lovely, friendly staff. Lots of activities for children, educational and fun for them, happy kids."

"Deneka has been full of stories to tell and made lots of new friends. She would love to do more holiday clubs."

"Neekas really enjoyed this week!"

"Great time! Fantastic, guided walk."

"It was great. I love it so much."

"My son (age 5) took part in the nature detective activity at Worsborough Mill. He enjoyed all the activities which were varied, appropriate and well supervised. The activities included arts and crafts, stories, games, and outdoor activities. The summer scheme was very helpful in keeping him occupied during the long holiday. The food was also fresh and nutritious. Many thanks."

"This Healthy Holidays club has been the favourite part of my son Liam's summer holiday and it will be hard to beat. Everyday he's woken up excited to come and speaks of the activities with so much happiness. He would come back again and again! Thank you to the lovely staff who've run it, Liam has loved you all. Thank you also for the lovely lunches provided, and the activities you've arranged. I'll highly recommend to anyone and would love to come back again."

What the children said

"Today I enjoyed making pictures, new friends and collages."

"Today I enjoyed painting, and I enjoyed bird watching."

"This club was amazing - I want to stay."

"Today I enjoyed painting my bug house and making my rubbings."



Keeping homes warm

Gillian, a homeowner in Barnsley in her 80s, lived with a number of health conditions including skin cancer and a broken back. Gillian and her husband, who recently moved into a care home, had lived with solid fuel heating for many years. As the couple's health had declined, they found it harder and harder to manage solid fuel heating: *"I broke my back and what not", Gillian said, "and we couldn't*

get down to [the fire]. We couldn't even get the ashes out, so I had to stop the coal being delivered because it was piling up." As a result, "the house was freezing... I was freezing, and I got pneumonia." Gillian was admitted to hospital in early 2020 with severe pneumonia. While in hospital, Barnsley Council's Warm Homes team began working with Gillian and supported her to apply for a replacement gas central heating system which was installed after she was discharged from hospital. The central heating system has greatly benefitted Gillian. "It's been the best thing, that gas central heating; it's lovely". Her bills have reduced too and being able to be warm at home has had a significant impact on how she copes with her illnesses. She is still unwell, but she now finds it much easier to manage. In her own words: "My health's not good, but it is better, it is better, you know. I've got skin cancer and I've got a broken back, and I can't walk very long and all that, but it is better because I'm warm, I'm warm in the house." "I'm not frightened of the winter now because I've got a warm house".

9. Final thoughts

This year my Director of Public Health Annual Report outlines how the cost-of-living crisis is impacting all our communities. It looks at some of the key local and national intelligence available in order to provide an overview of the current cost of living, as of January 2023. It is noted that the data and insight around this area is moving at pace, and this report doesn't encompass every variable that impacts the cost of living in Barnsley.

It is clear that everyone is being affected by this, however the impact will be greatest for those who are already under financial pressure. There is more to be done in terms of preventing people falling into crisis due to increasing costs.

My report outlines our call to action demonstrating why we all need to step up to support those most affected in the borough. This includes employers looking at how they can support their staff and the government considering its response to key issues such as childcare.

We are optimistic though. We are proud of our partnerships in Barnsley, built on trusted relationships and honest conversations. We have worked hard to offer grants to community groups who have raised to the challenge. We could not have done this without the partnerships we have in place, and we thank each and every one of the community groups and organisations that have worked and continue to work tirelessly to support those who need it most.

I also want to recognise our officers in Barnsley Council who have coordinated this work and give a special mention to Jayne Hellowell who has been the driving force behind our response and the production of this report.

The excellent work of the council, its partners and the community and voluntary sector described in this report has been impressively responsive to the acute need we are seeing, but we want our borough to be a place where we minimise the need for such extraordinary efforts because our residents already have decent incomes, good jobs, and warm homes. Our Barnsley 2030⁷ ambitions bring partners working across Barnsley together in recognising Barnsley as a place of possibilities where we can achieve this.

⁷ <https://www.barnsley.gov.uk/services/our-council/barnsley-2030/barnsley-2030-strategy/#:~:text=Barnsley%202030%20seeks%20to%20strengthen,achieve%20our%20ambitions%20for%20Barnsley.>

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Tackling the cost-of-living crisis



Director of Public Health Annual Report 2022



Barnsley – the place
of possibilities.



BARNSLEY
Metropolitan Borough Council

We all know about the cost-of-living crisis, its unavoidable. People are struggling to provide daily essentials such as food and keeping themselves warm. Our **Public Health Annual Report 2022** shows the impact of the cost-of-living crisis on people in Barnsley and how we have responded to help people through this most difficult time.



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Our wages are not increasing at the same rate as the cost of everyday living. This is hitting all groups and on average means that an employed Barnsley person has **£101 a month less** in their pockets.

With less income to spend, we have less money to save. This means that we cannot save for unexpected bills, which leaves us even more vulnerable to financial pressures.



**Drop in
income**



**Rise in
inflation**



**A small decrease
in income can
make a significant
impact.**



94% increase
in the cost of food.



82% increase
in gas or electricity.



77% increase
in the cost of petrol and diesel.

Current position in Barnsley

69.1%

Working age residents in employment.



28.1%

Economically 'Inactive' of which **32.5%** are long-term sick.



16.9%

adults are identified as having debts that overtake their income.



24.5%

Children in relative low income families.



27.3%

pupils eligible for Free School Meals.



19.2%

Households in fuel poverty.



26,653

People claiming Universal Credit of which **38%** are in work.



11.5%

of population claiming Local Council Tax support.



11%

of households experiencing hunger.



- Most adults are **spending less** on non-essentials.
- Most adults are using **less fuel** such as gas or electricity in their home.
- Around one in 50 adults reported that they are **using support from charities including foodbanks.**

Impact

Reduced ability to access health care.



People living in poverty may make decisions that are **damaging for their health** in the longer term.



Tooth decay, obesity rates and diabetes are **set to get worse** if **food poverty** is not addressed.



Increase in the levels of **stress and anxiety**.



Increase in **mental health disorders, suicide and domestic abuse**.



Living in cold, damp, and unsafe homes can affect people's physical health and can increase the risk of ill health, injury or dying. Cold weather increases the risk of **heart attacks, strokes, respiratory conditions, flu, and falls**.



Pressures in cost of transport and fuel may prevent people from using key prevention services like attending **ante natal visits, vaccination and child immunisations or accessing screening**.



Our response to helping people through the cost-of-living crisis

We've really seen Barnsley **pull together over the last two years**, and we hope that this will continue.

We have a **borough-wide commitment** with our partners to support people through this period of uncertainty and in the longer term.



We can help you get the **financial support, information and advice** you need.



20% of the Barnsley population have visited our More Money in Your Pocket webpage as of December 2022.



We have provided support to help people stay **warm and well**.



Since **September 2022**, we have allocated **£1,150,000 to community organisations** to help people through the cost-of-living crisis.

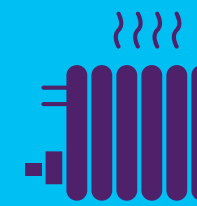
The money is being used to help people in lots of different ways.



Food



Hygiene



Fuel



MORE MONEY IN YOUR POCKET

We have also developed services to help people in the long term.

Here are some of the schemes we have in place:

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Community Shops

The shops are not just about food. They prepare people for work, offer volunteering and work placements, education through training and personal development and connect people to their communities.

[Click here](#) to find out more about Community Shops.



Community Shop On The Go

Bringing high quality, affordable food to people in their communities. It will provide affordable food from partner Ocado, along with cooking demonstrations, recipes, and advice.



Storehouse and Field

A community hub providing affordable food, food-related events, such as community lunches, cooking demonstrations and courses along with support and advice. [Click here](#) to find out more about Storehouse and Field.



Healthy Holidays

Providing a range of healthy holidays clubs that keep children active and fed throughout the school holidays. [Click here](#) to find out more about Healthy Holidays.



Warm homes

Funding boilers, first-time heating and improving property standards to help people keep warm. [Click here](#) to find out more about Warm Homes.



Rose Voucher Scheme

Helps families on low incomes to buy fresh fruit and vegetables. [Click here](#) to find out more about the Rose Voucher Scheme.



The difference support means to local people



We are one of the families that benefitted from your kind donation to **Station House** a couple of weeks ago and wanted to write to you to express our thanks. Like many families, we are feeling the impact of the cost-of-living price rises. We decided to use part of the voucher to purchase an air fryer; we have considered one before as a means of reducing the cost of cooking for a family but have struggled to find room in the budget for the initial outlay. Your gift has enabled us to reduce our ongoing energy costs, which is considerably helpful in the current climate. It is really nice to be reminded that there are people out there who want to help to do good; and it is our hope that one day we will be in a position to pay that forward in much the same way.



Feedback received following support from **Oakwell Rise Academy**:

I'm very happy for the help we received today and over the school holiday, it helped my family a lot and was very easy to use at the shop.



Healthy Holidays

What the parents said:

“

Lovely, friendly staff. Lots of activities for children, educational and fun for them, happy kids.

“

Deneka has been full of stories to tell and made lots of new friends. She would love to do more holiday clubs.

“

My son (age 5) took part in the nature detective activity at Worsbrough Mill. He enjoyed all the activities which were varied, appropriate and well supervised. The activities included arts and crafts, stories, games, and outdoor activities. The summer scheme was very helpful in keeping him occupied during the long holiday. The food was also fresh and nutritious. Many thanks.

“

Neekas really enjoyed this week!

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What the children said:

“

Today I enjoyed making pictures, new friends and collages.

“

Today I enjoyed painting and I enjoyed bird watching.

“

Today I enjoyed painting my bug house and making my rubbings.



Keeping homes warm

Gillian, a homeowner in Barnsley in her 80s, lived with a number of health conditions including skin cancer and a broken back.

Gillian and her husband, who recently moved into a care home, had lived with solid fuel heating for many years. As the couple's health had declined, they found it harder and harder to manage solid fuel heating: "I broke my back and what not", Gillian said, "and we couldn't get down to [the fire]. We couldn't even get the ashes out, so I had to stop the coal being delivered because it was piling up." As a result, "the house was freezing ... I was freezing, and I got pneumonia."

Gillian was admitted to hospital in early 2020 with severe pneumonia. While in hospital, Barnsley Council's Warm Homes team began working with Gillian and supported her to apply for a replacement gas central heating system which was installed after she was discharged from hospital.

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The central heating system has greatly benefitted Gillian. "It's been the best thing, that gas central heating; it's lovely". Her bills have reduced too and being able to be warm at home has had a significant impact on how she copes with her illnesses.

She is still unwell, but she now finds it much easier to manage. In her own words: "my health's not good, but it is better, it is better, you know. I'm not frightened of the winter now because I've got a warm house".



Final thoughts from Julia

We all need to step up to support those most affected in the borough. This includes employers looking at how they can support their staff and the government considering its response to key issues such as childcare.

We're optimistic though. We're proud of our partnerships in Barnsley, built on trusted relationships and honest conversations. We've worked hard to offer grants to community groups who have raised to the challenge. We couldn't have done this without the partnerships we have in place, and we thank every one of the community groups and organisations that continue to work tirelessly to support those who need it most.

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The excellent work of the council, our partners, and the community and voluntary sector has been impressively responsive to the need we're seeing. We want our borough to be a place where we minimise the need for such extraordinary efforts because our residents already have decent incomes, good jobs, and warm homes.

Our Barnsley 2030 ambitions bring partners working across Barnsley together in recognising Barnsley as a place of possibilities where we can achieve this.



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of possibilities.**

